

Plane Deceit at the World Trade Center

By

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“I will support and defend the Constitution of the United States **against all enemies**, foreign or **domestic** [emphasis added], ...I will bear true faith and allegiance to the same.”

--Oath for U.S. military commissioned officers

ABSTRACT: This article brings together the best evidence and logic I could muster as of June 2008 to prove that no planes flew and crashed into the World Trade Center as the government and complicit Media allege. I continue to marvel at how so many people can view videos like those attributed to Michael Herzarkhani and Scott Fairbanks showing an airplane image seamlessly meld or disappear into the south tower with no evidence of a violent collision whatever, without any reaction by the airplane or building, without any crumpling of the airplane image against the steel/concrete building, no airplane debris flung about, and without instant fuel explosions and yet believe these videos are authentic. It is astonishing, yet they continue to believe such an impossible event occurred not only once but twice within 17 minutes in lower Manhattan on the morning of September 11, 2001. Perhaps this article will pry open and change some minds about what could not have happened on that murderous morning.

The zenith of hoaxes in a rich history of state deceptions occurred on 9/11/01 and the 9/11 sham was at its “hoaxy” best when two planes allegedly struck the World Trade Center, according to the official account. What nerve! The perpetrators must slap their knees daily, dance a jig, laugh and hoo-ha at how obtuse the public was to fall for the airplane swindle at the WTC and stay fooled this long. People dull, people bright, people educated, people ignorant, people from every walk of life, creed, color and condition fell for the WTC plane fraud. It is incredible how well this hocus-pocus has sold with little or no buyer’s remorse.

Yet if we restate the official hijack story with a critical eye, it crumbles quickly. That explains why the major media have never risked a 3-hour network special or any investigative journalism applied to 9/11 whatever, if only with the intent of shoring up the scam: it’s just too risky. Too many people know too much. While media sold the official story easily during their “fog of war” broadcasts to a shocked and traumatized

audience, it would be impossible today without traumatized and panicky viewers, further handicapped by the need to appear like independent, impartial, “balanced” journalists rather than flacks for the state. Meanwhile, with no insiders “giving it up” and plenty of fools and traitors around to keep the WTC story patched up, the prevailing plane myth rolls on. Whether retold by FEMA, the 9/11 Omission Commission, NIST, the Ministry of Propaganda disguised as “mainstream media,” the punditocracy, 9/11 troopers or innumerable trolls on forums, the familiar official conspiracy story goes like this (see how many impossibilities and assorted lies you can find):

- Two wide-body Boeing 767-200ER jetliners, namely, American Airlines Flight 11 (aircraft tail number N334AA) allegedly sped into WTC building 1 (north tower) at approximately 440 mph and United Airlines Flight 175 (tail number N612UA) sped into WTC 2 (south tower) at 540+ mph, at an altitude of approximately 1,000 feet above ground over the Island of Manhattan and the City and State of New York on the morning of 11 September 2001¹;
- These two wide-body jetliners were said to have been, but never proven, hijacked from trained and experienced pilots and airline crews by “young Arabs acting at the behest of Islamist (sic) extremists in distant Afghanistan...used knives...Mace...and the threat of a bomb,” according to the 9/11 Commission chaired by Governor Thomas H. Kean because “they hate our freedoms,” according to President George W. Bush.² Contrary to popular opinion, proof of the assertion that such hijackings of wide-body jetliners occurred does not result from mere recounting of assertions by presidents, governmental Commissions, reports by “Respectable” newspapers, TV and other media or assorted other world-class liars. Jetliners have unique identifying tail numbers, as noted in the bulleted sub-paragraph above; all so-called time-change parts in each aircraft have aircraft-specific serial numbers too. No one, especially governmental agencies and its contractors who provided input into

¹Oddly enough, only the NTSB among government organizations seems to confirm the tail numbers: <http://www.9-11commission.gov/>
http://govinfo.library.unt.edu/911/archive/hearing12/9-11Commission_Hearing_2004-06-17.htm http://209.85.207.104/u/GovinfoLibraryUNT?q=cache:ca-15_HRABcJ:govinfo.library.unt.edu/911/staff_statements/staff_statement_17.pdf+N334AA&hl=en&ct=clnk&cd=2&gl=us&ie=UTF-8 ; American Airlines flight 11 - N334AA: <http://www.nts.gov/nts/GenPDF.asp?id=DCA01MA060&rpt=fa>
United Airlines flight 175 - N612UA: <http://www.nts.gov/nts/GenPDF.asp?id=DCA01MA063&rpt=fa>
<http://rinf.com/alt-news/911-truth/fbi-refuses-to-confirm-identity-of-911-planes/1875/>

² <http://www.9-11commission.gov/> ;
<http://www.whitehouse.gov/news/releases/2001/09/20010920-8.html>

preparation of NIST NCSTAR 1 (“Final Report on the Collapse of the World Trade Center Towers”), ever proved that the two alleged jetliners crashed into the WTC by means of proper or authentic investigation procedures; rather, they merely assumed that the events occurred. It was all presupposition. No one has ever set out a systematic proof that specified airliners crashed as depicted based on all the relevant evidence. Instead of an investigation that was “thorough and based on all available evidence,”³ the absurd official investigations were cover-ups, “scientific” and otherwise, something I currently seek to prove in a federal court of law.⁴

- To be more specific, NIST document NCSTAR 1, *Final Report on the Collapse of the World Trade Center Towers*, on p. 19 (69 of 298) asserts, “At 8:46:30 a.m. EDT, five hijackers flew American Airliner Flight 11 (AA11) with 11 crew and 76 passengers into the north face of WTC 1 (figure 2-1).” That is a mere assertion and was not proven by NIST or any other governmental body. There follows in NCSTAR 1 Figure 2-1

³ January 10, 2008, denial of the appeal of Dr. Judy Wood available at http://www.ocio.os.doc.gov/ITPolicyandPrograms/Information_Quality/PROD01_00502

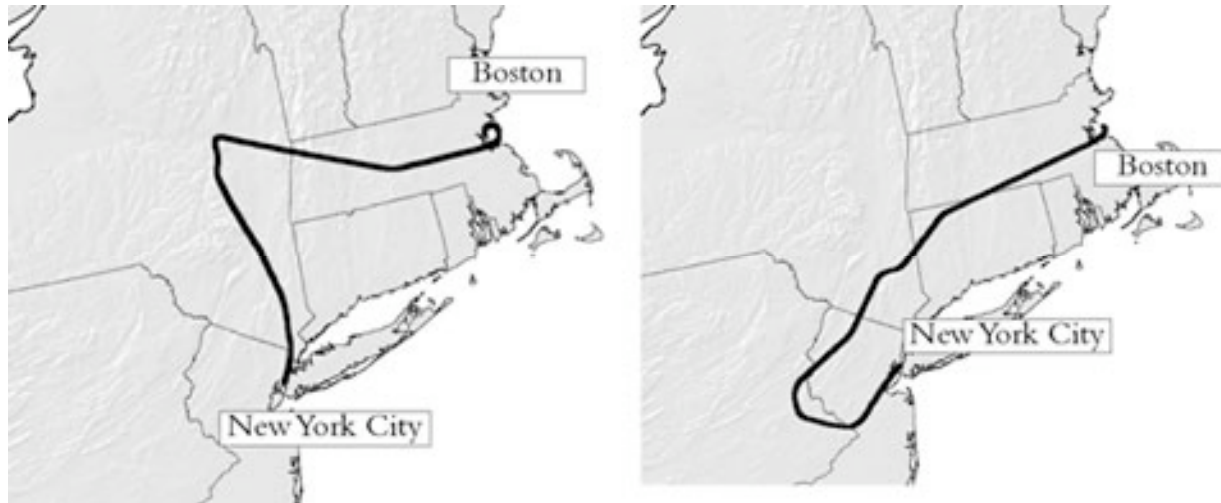


[6-1.pdf](#) ; also see

open, independent” here: http://wtc.nist.gov/pubs/semerjian_remarks_62305.htm

⁴ http://nomoregames.net/index.php?page=911&subpage1=press_release_03082008

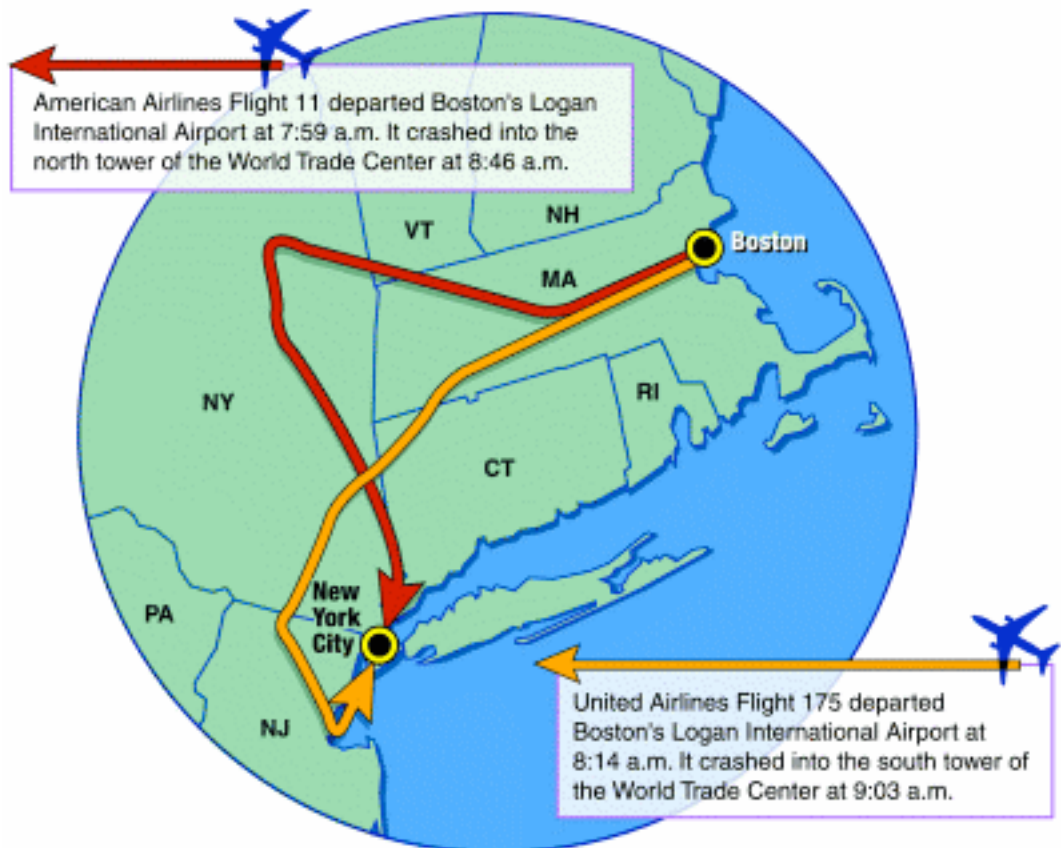
NIST claims of “thorough,



Source: National Commission on Terrorist Attacks Upon the United States (“The 9/11 Commission”), Ch. 1;

http://govinfo.library.unt.edu/911/report/images/911Report_Ch1_img3.jpg

1.

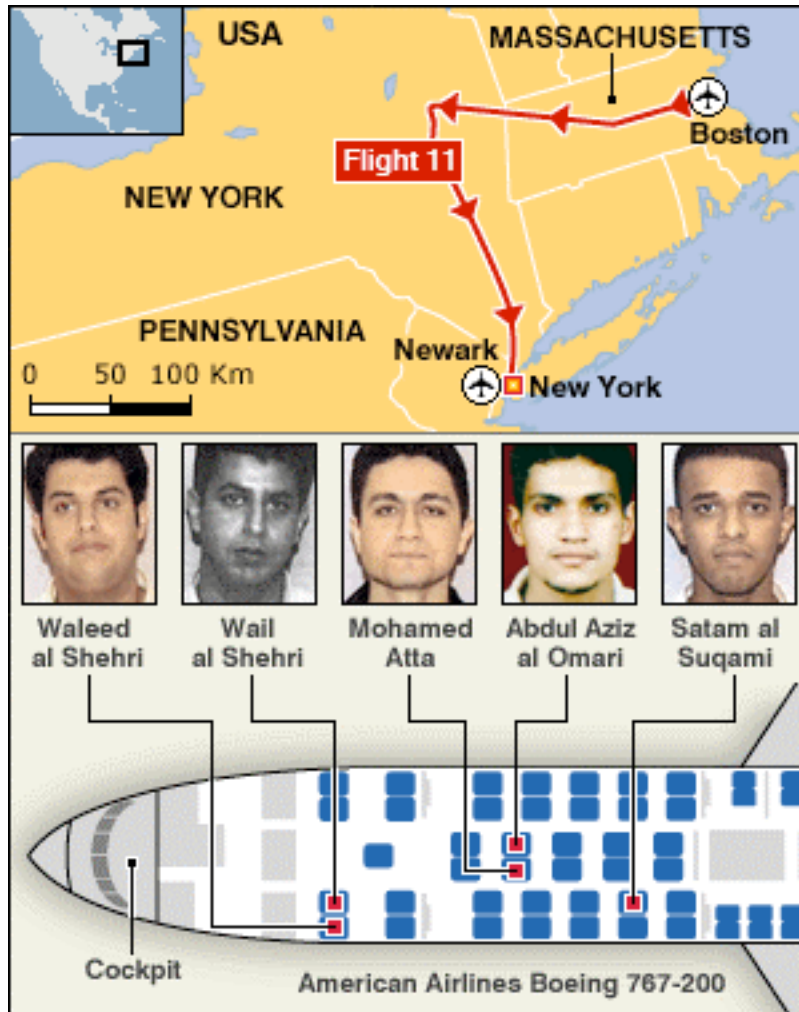


Source: FEMA, http://911research.wtc7.net/mirrors/guardian2/wtc/WTC_ch1.htm#1.1

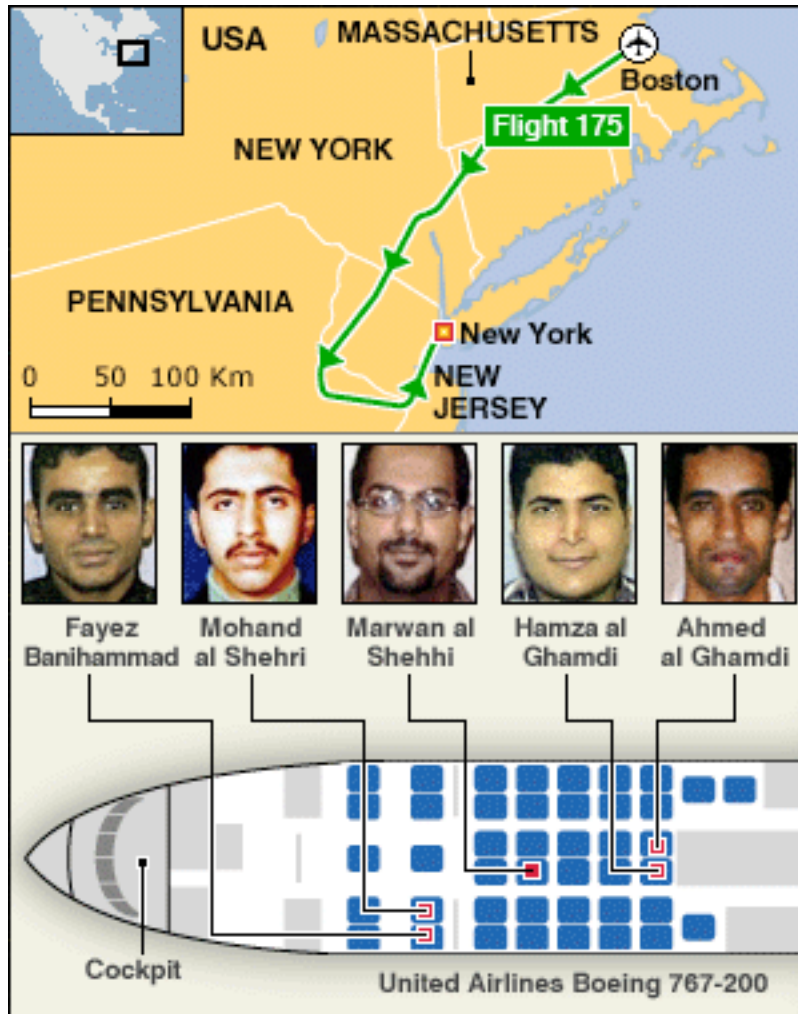
a “simulated impact,” or cartoon illustration of the alleged jetliner crash event that is fraudulent but which serves to reinforce the myth that such an event occurred. A simulation, no matter how complex or sophisticated,

supplies no evidence whatever on behalf of an assertion that hijackers flew AA Flight 11 into the north tower. The truth in this case is clearly an empirical question. In the academy and elsewhere, however, simulations—amply employed by NIST and its military-industrial-complex contractors—often are known as GIGO = Garbage In, Garbage Out, because parameters may be tweaked until desired results arrive, that is, the “data,” such as they may be, tortured until they confess. First the result, then the “analysis,” that is how NIST works, the reverse of real science. NCSTAR 1 claims on p. 38 (88 of 298), “Sixteen and a half minutes after the first impact, five hijackers flew United Airlines (UA) Flight 175, with 9 crew and 51 passengers, into WTC 2 at about 540 mph, about 100 mph faster than AA Flight 11 (Figure 3-1).” NIST Figure 3-1 is a photo attributed to Carmen Taylor, an alleged tourist and amateur photographer, who reputedly captured a split-second shot of “Imminent impact of United Airlines Flight 175 with WTC 2” from a ferryboat.⁵ There are numerous difficulties with this “Taylor” picture. First, despite hundreds of media reporters and cameramen down at the WTC, not one of them reported hearing the thundering roar of an incoming airliner and captured an image of any kind of an incoming airliner. Second, the Carmen Taylor photo has not been authenticated. Perhaps we can get her testimony under oath in discovery in my federal *qui tam* case. Third, the plane image does not possess standard UA livery in dark blue and gray colors, despite seemingly accurate colors elsewhere in the picture. Fourth, the Sony camera allegedly used has an approximately 10-second delay between shots yet she quickly followed up her airplane picture with the “ghost face” in the explosion/fireball at the south tower.

⁵ <http://www.uafortsmith.edu/News/Index?storyid=1511> ;
<http://forum.911movement.org/index.php?showtopic=1668&st=0> ;
<http://covertoperations.blogspot.com/2006/03/who-really-took-famous-carmen-taylor.html>



<http://images.google.com/imgres?imgurl=http://news.bbc.co.uk/nol/shared/spl/hi/guides/456900/456983/img/1157108958.gif&imgrefurl=http://news.bbc.co.uk/1/shared/spl/hi/guides/456900/456983/html/nn2page1.stm&h=380&w=300&sz=40&hl=en&start=3&um=1&tbnid=vfZryGBx7f5asM:&tbnh=123&tbnw=97&prev=/images%3Fq%3Dflight%2B175%26svnum%3D10%26um%3D1%26hl%3Den%26client%3Dfirefox-a%26rls%3Dorg.mozilla:en-US:official%26hs%3D1dG%26sa%3DX>



<http://images.google.com/imgres?imgurl=http://news.bbc.co.uk/nol/shared/spl/hi/guides/456900/456983/img/1157108958.gif&imgrefurl=http://news.bbc.co.uk/1/shared/spl/hi/guides/456900/456983/html/nn2page1.stm&h=380&w=300&sz=40&hl=en&start=3&um=1&tbnid=vfZryGBx7f5asM:&tbnh=123&tbnw=97&prev=/images%3Fq%3Dflight%2B175%26svnum%3D10%26um%3D1%26hl%3Den%26client%3Dfirefox-a%26rls%3Dorg.mozilla:en-US:official%26hs%3D1dG%26sa%3DX>

- How were two experienced pilots aboard each flight subdued? The 9/11 Commission on p. 5 merely asserts “The hijackers quickly gained control” of Flight 11 and on p. 7 that “Both pilots had been killed” aboard Flight 175, presumably by cutting them (throats?) to death with box knives, releasing blood all over the cockpit, console and controls, then moving the seats back and releasing their seatbelts and somehow moving and wrestling their dead 180-lb.+ bodies out of the narrow cockpit seats into the companionway and disposing of them without disturbing the flight controls (= impossible because as retired airline pilot John Lear says, “An airliner does not fly itself”), plus subduing 9 additional crew members and 76 passengers aboard Flight 11 as well as 7 additional crew members and 51 passengers aboard Flight 175, five purported evil Muslim hijackers aboard each flight (but whose names were missing from all published

passenger manifests) then navigated and piloted said jetliners uninterrupted from far beyond the horizon of New York on an indirect, circuitous route into Manhattan,⁶ unhindered by the mighty (expensive) U.S. air defense as the alleged hijackers wandered about, seemingly unconcerned about military interception in favor of a leisurely flight eventually headed toward the WTC targets, and virtually unseen and unheard upon arrival in Manhattan; confronted by hijackers, pilots know they can simply roll the plane upside down, dumping the hijackers on their heads to incapacitate them, but supposedly none did so on 9/11; the official timeline implies that Flight 175 exceeded the speed of sound over New Jersey, an impossibility for Boeing 767s; not a single athletic male passenger aboard either flight reached above his seat, grabbed the first available piece of luggage in an overhead compartment and assaulted a knife-wielding hijacker with it, despite dozens of luggage pieces available overhead, the ability to throw them at hijackers and use luggage as a shield against a knife, as well as a weapon against a terrorist—how could America still be termed “the home of the brave” with such cowardly men? Something is fishy here. Only Daniel Lewin, allegedly an Israeli multi-millionaire and former elite commando, resisted the hijackers on Flight 11 and initially was reported as killed by a gunshot.⁷ The official tale maintains no American passenger or crew member stepped forward on Flights 11 and 175 to do anything to resist, instead the myth of events would require belief that everyone was cowed by Arabs armed with \$10 knives bent on going to “Allah” by murdering thousands of Americans

⁶ http://govinfo.library.unt.edu/911/report/911Report_Ch1.htm



⁷ “Daniel C. Lewin, 31, was co-founder and chief technology officer of Akamai Technologies in Cambridge, Mass. Lewin, who attended graduate school at MIT, became an instant billionaire — at least on paper — in October 1999 when Akamai made its Wall Street debut. ‘Danny was a wonderful human being,’ said George Conrades, Chairman and CEO of Akamai. ‘He will be deeply missed by his many friends at Akamai’ Lewin is survived by a wife and two sons.”

<http://www.usatoday.com/news/nation/2001/09/12/victim-capsule-flight11.htm> ;

http://govinfo.library.unt.edu/911/report/911Report_Ch1.htm

and causing billions in property damage. In truth, a few Arabs armed with knives, badly outnumbered by American crew members and passengers with easy access to luggage, would be suddenly and easily overwhelmed by passengers banding together; the simple logic of what we know about “can-do” Americans exposes the official conspiracy theory for the poppycock without proof that it is; “nonsense on stilts,” as the Brits would say;

- Per official myth, said hijackers acquired the skill to navigate and pilot these Boeing 767 jetliners by virtue of purported training on how to fly single-engine “puddle jumpers” (read: small aircraft). Mohammed Atta supposedly seized the controls of American Flight 11 after a commuter flight that morning from Portland, ME, to Boston Logan and nearly missed his “suicidal hijack” connection to AA Flight 11, while Marwan al Shehhi allegedly piloted Flight 175 from Logan, smartly banking the wide-bodied 140-ton airliner left in the last few moments of his life and hitting the south tower 23-ft off center, a target width of 208 feet despite an incredible alleged speed of 542 mph near sea level, therefore flying two city blocks (795 feet) per second in a huge airliner. Such a flight would have taken only 4-5 seconds from the southern end of Battery Park City to WTC 2. This alleged flying feat—hitting a 208’ target at 542 mph near sea level—is virtually impossible for the most accomplished pilots, according to pilot John Lear.⁸ All other known pilots of 767 jetliners require years of experience in progressively larger jetliners and typically train intensively for weeks to learn to fly Boeing 767s, after having actually flown slightly smaller jet aircraft, like 737/727s, for years or decades, rather than Piper Cubs and Cessnas. Supposedly the two “pilots” were fanatical Muslims, yet there is no logic or proof that fanaticism is a reasonable substitute for skill.
- The two alleged 767s left virtually no evidence of “crashing” into the towers but instead glided silently through and disappeared inside said steel-framed towers as shown in pictures and videos from nose to tail, wing tip to wing tip, with an apparent silhouette of passage of an airplane outline appearing sometime after the major explosion, undersized though these gashes in the buildings were, without slowing, without degrading, without crumpling, without deforming, without breaking off wings or wing tips, flaps, panels, actuators, fuselage or tail section, without fuel spillage and no burned fuel spilled down the face of the impact wall; without a visible wake vortex in the (delayed) explosions or the sound of a

⁸ Russ Wittenberg, former pilot of Flights 93 and 175, also declares terrorists could not have flown the hijacked planes as depicted.

<http://video.google.com/videoplay?docid=3606159506368831731>
<http://forum.911movement.org/index.php?showtopic=3432>

jetliner and without evidence of any airplane pieces visible in the towers or below the impact walls of the towers whatsoever, despite the combined weight of 166 tons of airplane parts or 332,000 pounds, 6.2 million aircraft parts according to Boeing, plus cargo and fuel weighing some 230,000 pounds, and no known air crash investigation with confirmation of parts unique to each commercial airliner matched to maintenance logs to confirm the identity of each airliner; the explosion fireball was remarkably gray in contrast to real large-jet explosions that are charcoal and black;



Source: http://en.wikipedia.org/wiki/American_Airlines_Flight_11

elementary physics makes the two events depicted strictly impossible; “America fell for the Roadrunner trick” as one anonymous poster on a forum put it. Each and every fact contained in this sub-paragraph should have triggered the recognition that the alleged planes that supposedly flew into the twin towers were outright impostors.

Promises, Promises of Proof by Government Officials

On September 21, 2001, National Security Advisor Condoleeza Rice reiterated the government conspiracy theory and declared that a full “white paper” of evidence would be forthcoming. This document allegedly would assemble all the evidence about the 9/11 attacks supporting the governmental version of events. Likewise, then-Secretary of State Colin Powell promised such a white paper on September, 23, 2001, in his appearance on NBC’s “Meet the Press” hosted by Tim Russert.⁹ No such document proving the government’s claims was ever produced, but we should never forget that one was promised. For that matter, any competent authority would have and should have

⁹ <http://www.911truth.org/article.php?story=2004081212004979>
<http://www.ratical.org/ratville/CAH/AOPof911p11.html>

issued an authoritative report on an event like 9/11, certainly if it had happened as depicted. Docile media never reminded the government of this oversight. “All we had was nineteen photographs and a verbal story,” sums up John C. Austin.¹⁰ It is in this context that when NIST issued its NCSTAR 1 report on or about the month of September, 2005, consisting of a main report of 298 pages, backed by some 10,000 pages of additional reputed documentation, it would have seemed initially, and at long last, that an authoritative and objective rendering of the facts of 9/11, at least as they pertained to the events in New York City, might have been delivered. However, as time passed and upon careful review, it became apparent that NCSTAR 1 was fraudulent.

On September 30, 2005, Secretary of State Condoleezza Rice declared at Princeton University: “But if you believe, as I do and President Bush does, that the root cause of September 11th was the violent expression of a global extremist ideology, an ideology rooted in the oppression and despair of the modern Middle East, then we must speak [sic] to remove the source of this terror by transforming that troubled region.” Here Rice implicitly admits that “the root cause of September 11th” is a matter of “belief” rather than proof. No proof of the official conspiracy theory was ever offered. Thus, even though September 30, 2005, coincided with release of the final NCSTAR 1 report, there was no mention made of it or of reliance upon it as an authoritative source for what had happened. There still was no proof forthcoming from official sources, so the 9/11 fairy tale became “the Bush administration’s most famous faith-based initiative.”¹¹ Since release of NCSTAR 1 nearly three years ago as of this writing, government officials might have boasted that a thorough investigation had been performed and that independent and objective scientific expertise had confirmed the official story, yet I have seen no evidence that government officials claim this or rely on the NIST report in any way outside of NIST officials themselves. Why the ‘deafening’ silence, and lack of promotion and propaganda for this \$20 million product of some 200 experts?

Facts and Logic Disfavor Kooky Hijacking Story

Let us review other facts. No official, final passenger manifests were ever issued for Flight 11 or Flight 175 by the airlines or government.

There were no Arab names on any passenger manifests made public that I have been able to locate.

There are no videos showing any of the alleged hijackers at Boston Logan Airport, the alleged origin of Flights 11 and 175 that allegedly struck the WTC.

And why would real hijackers fly out of Portland Maine and Boston Logan anyway? Would it not make more sense to fly out of JFK, LaGuardia or Newark to shorten exposure to military intercepts? And it would make more sense to use a bigger plane like a 747 to do more damage. Then hit the Towers lower to create more loss of life and property damage. None of these questions has ever been answered. Nor have the media even asked them.

¹⁰ John C. Austin, “American Nightmare 2001-?,” p. 5 in *The 9/11 Conspiracy: The Scamming of America*, edited by James H. Fetzer, Catfeet Press, 2007.

¹¹ James Bovard, “The 9/11 Servility Reflex,” March 24, 2008, <http://www.fff.org/freedom/fd0712c.asp>

But the media did report as many as 10 of the accused hijackers alive within days of 9/11, including Mohamed Atta, Waleed al Shehri, Wail Al Shehri, and Abdulaziz al Omari, i.e., four of the five accused hijackers allegedly aboard Flight 11, as well as Ahmed al Ghamdi and Mohand al Shehri, two of five accused hijackers of Flight 175. While much about 9/11 is disputed, it is incontestable that it is impossible to have died in suicidal hijackings in America and yet be alive in North Africa or the Middle East.

The American people are supposed to accept as true the assertion that the attacks of 9/11 caught the FBI completely “by surprise” while also believing that a suddenly efficient FBI identified the accused hijackers within hours of the attacks, despite no such Arabic names appearing on passenger manifests. No airplane ticket trail has been identified. On September 20, 2001, expressing uncertainty over the hijacker identities, FBI Director Robert Mueller admitted, “We have several others that are still in question. The investigation is ongoing, and I am not certain as to several of the others” [*Newsday*, 9/21/2001].

After the media reported 10 live hijackers as mentioned above, FBI Director Mueller said on September 27: “We are fairly certain of a number of them” [*South Florida Sun-Sentinel*, 9/28/2001]. I repeat: Mueller said he was “fairly certain” of a number of them. Finally, on November 2, 2001 Mueller shut this chapter down by asserting, “We at this point definitely know the 19 hijackers who were responsible,” and Mueller boldly chose to keep all the names and photos released in late September [*AP*, 11/3/2001] the same despite the absence of evidence. Mueller never provided any proof for his allegation and has never been forced to produce such evidence in a court of law. The media, always cooperative on 9/11, made no further inquiries about live hijackers.

“In our investigation, we have not uncovered a single piece of paper either here in the United States or in the treasure trove of information that has turned up in Afghanistan and elsewhere,” FBI Director Mueller stated, “that mentioned any aspect of the September 11 plot.” Mueller claimed the attackers used “extraordinary secrecy” and “investigators have found no computers, laptops, hard drives or other storage media that may have been used by the hijackers, who hid their communications by using hundreds of pay phones and cell phones, coupled with hard-to-trace prepaid calling cards” [FBI, 4/19/2002; *Los Angeles Times*, 4/22/2002]. Therefore, the FBI admits it can provide no evidence of a plot based on a trail of evidence left behind by those it accuses of being suicidal Muslim hijackers. We are to believe that the “suicidal Muslims” named were so crafty, so clever, that they left not a shred of evidence behind for flatfoot Mueller to examine.

There are no known, verified security videos of the boarding and departure of flights 11 and 175 that have been made available. Boston Logan, we are supposed to believe, had no video surveillance videos anywhere in the airport in an age when every convenience store has them and ordinary citizens are taped dozens of times daily.

Airport security failed, we are told, in 19 of 19 cases, despite the fact that at least three of the alleged hijackers were either listed on the U.S. terrorism watch list or had outstanding arrest warrants.¹² And how did the accused terrorists get their knives and mace through security? “None of the checkpoint supervisors recalled the [Flight 11]

¹² Paul Thompson, *The Terror Timeline*, NYC: Reganbooks, 2004, p. 345.

hijackers or reported anything suspicious regarding their screening.”¹³ Mohammed Atta and his crew left no impression whatever on security personnel at Logan, or so we are told.

Flight 11 reportedly failed to respond to a command to climb at 8:13a and the flight controller repeatedly tried to reach the pilot, even using the emergency frequency, but got no response, apparently hijacked.¹⁴ Despite FAA notification of American Airlines that its Flight 11 (allegedly) had been hijacked at 8:21 a.m., Flight 175 allegedly was hijacked over 21 minutes later, then Flight 77 allegedly was hijacked at least another half-hour later, and then 1 hour and 7 minutes later Flight 93 allegedly was hijacked. We are supposed to believe that this potentially life-saving information was never disseminated to airline pilots in the air. From the alleged hijacking of Flight 11 at 8:21a to the alleged hijacking of Flight 77 around 9:28a, 67 minutes elapsed and the authorities hardly did anything. United Airlines flight dispatcher Ed Ballinger reportedly was handling 16 United Airlines transcontinental flights, including Flights 175 and 93 and shortly after he heard about the hit on WTC 1 at 8:46a—more than one half-hour after the initial report of an alleged hijacking of Flight 11—finally contacted his flights to warn them. Flight 175 failed to respond and Ballinger concluded the flight had been hijacked.¹⁵ It is unclear whether he contacted anyone about his conclusion!

The American public has been sold a mess of pottage. None of it rings remotely true. FAA regulations and training require air traffic controllers to “Consider that an aircraft emergency exists...when...There is unexpected loss of radar contact and radio communications...If...you are in doubt that a situation constitutes an emergency or potential emergency, handle it as though it were an emergency.”¹⁶ Would these (in)actions be rational, by-the-book responses in an emergency when every minute counts? Why would such information be withheld? “The defense of U.S. airspace on 9/11 was not conducted in accord with preexisting training and protocols,” says the 9/11 Commission. “It was improvised by civilians who had never handled a hijacked aircraft that attempted to disappear, and by a military unprepared for the transformation of commercial aircraft into weapons of mass destruction. As it turned out, the NEADS air defenders had nine minutes’ notice on the first hijacked plane, no advance notice on the second, no advance notice on the third, and no advance notice on the fourth.”¹⁷ We are to believe that hijacked aircraft were unprecedented and everyone at the FAA, air traffic control and NORAD/NEADS was a novice, learning on the job. Apparently only Richard Clarke tried to order a combat air patrol (CAP) over the nation’s capitol and his order was ignored. Why?

No pilot from any of the four alleged flights sent the universal hijack distress code “7500” despite the ease and speed (1-2 sec) with which pilots can send it. Zero for four. Why? The 9/11 Commission never explains the startling string of failures. Instead, it mischaracterizes the protocol for FAA and NORAD interception and proclaims, “On the

¹³ http://govinfo.library.unt.edu/911/report/911Report_Ch1.htm

¹⁴ Thompson, p. 357.

¹⁵ Ibid., p. 375.

¹⁶ David Ray Griffin, *The New Pearl Harbor: Disturbing Questions about the Bush Administration and 9/11*, Northampton, MA: Olive Branch, 2004, p. 4.

¹⁷ http://govinfo.library.unt.edu/911/report/911Report_Ch1.htm

morning of 9/11, the existing protocol was unsuited in every respect for what was about to happen.”¹⁸

From here, the facts get even worse for the official story. AA Flight 11 never officially flew on 9/11 because the flight was not in the computerized, automated Bureau of Transportation Statistics data base.¹⁹

Tail number N334AA, allegedly used for Flight 11, was valid until it was officially deregistered January 14, 2002 despite FAA rules that destroyed aircraft must be deregistered within 24 hours.

Tail number N612UA, allegedly used for Flight 175, was valid four years after the attacks of 9/11 until officially deregistered September 28, 2005.

The FBI stated on June 6, 2006 that Osama Bin Laden was not wanted for the crimes of 9/11 because the FBI had “no hard evidence” that he was involved.²⁰ By contrast, The 9/11 Commission Report in a section headed by the question, “Who Is the Enemy?” simply asserts, as usual, without proof, “The 9/11 attack was driven by Usama Bin Ladin.”²¹ Naturally, the media have never asked for any proof about anything related to the 9/11 fraud.

No Boeing 757/767 in domestic service ever had ever been hijacked before 9/11 since commercial introduction of these airliners in 1982. Further, no sky hijacking of any kind had occurred in the United States for a decade before the alleged four “successful hijackings” on 9/11.²²

The only Boeing 767 known hijacked prior to 9/11 was Ethiopian Flight 961 which ran out of fuel toward the end of its flight on November 23, 1996. Water tore the Boeing 767 to pieces off the island of Comoros in the Indian Ocean near the African coast, “Due to the fact that the pilot tried landing parallel with the tides, the left engine and wingtip struck the water first, causing the aircraft to break up.”²³ Is water—parallel with tides or not—“stronger” than a massive steel-and-concrete tower? Does H₂O impose more resistance, more force, upon an airliner than a steel-and-concrete tower? Yet 14 inches of “soft” water resistance tore an armor-piercing, copper-jacketed .50 caliber round with muzzle-velocity of 2,000 mph to shreds despite being fired within ten ft. of the water.²⁴ Fourteen inches, ironically, is the width of steel box columns in the

¹⁸ Ibid.

¹⁹ http://www.serendipity.li/wot/holmgren_interview.htm ;

http://www.pumpitout.com/audio/bts_090707.mp3

²⁰ <http://www.twf.org/News/Y2006/0608-BinLaden.html>

²¹ http://govinfo.library.unt.edu/911/report/911Report_Exec.htm

²² http://www.centennialofflight.gov/essay/Government_Role/security/POL18.htm. The lack of systematic data on hijackings is odd.

²³

http://en.wikipedia.org/wiki/Ethiopian_Airlines_Flight_961;<http://www.cnn.com/WORLD/9611/26/comoros.crash/crash.really.large.14sec.mov>

²⁴

http://www.metacafe.com/watch/125635/50_caliber_sniper/

/

towers. Could such a copper-jacketed bullet pierce one side of a steel column, break through and still have enough energy and mass to break through the other side? Perhaps but maybe only a 500 mph aluminum plane can do that.

These two facts about the resistance of water breaking up a 767 and an armor-piercing bullet on their own subvert the fraudulent analysis perpetrated by NIST and its expert contractors about “aircraft impact damage,” as NIST terms it in NCSTAR 1-2. The word “impact” occurs 1,645X in NCSTAR 1-2, as if repetition makes it so. Impact means “the striking of one body against another; a collision; the effect of one thing upon another.” Neither NIST nor its contractors offer proof that there were such aircraft impacts. In fact, the videos show no impact but a plane image gliding in and disappearing into each tower without any collision whatever.

The U.S. air defense forces failed to intercept a single (alleged) hijacked airliner on the morning of 9/11 despite the ample time between alleged hijackings documented above and after years of routinely intercepting unresponsive, off-path airplanes with 129 reported interceptions in the year 2000 alone.²⁵ It is vital to air traffic safety, particularly within the most densely trafficked air corridor in the world, to deal immediately with unresponsive aircraft. The air defense establishment of the United States of America is filled with patriots—NORAD, National Guard, etc. No pilot, rogue or otherwise, was able to intercept a single airliner on 9/11 despite flying jet interceptors capable of 2+ Mach. No “stand down” orders have been discovered nor, obviously, were they needed if there were no hijacked airliners to intercept, only false “blips” inserted on radars.

On 9/11 the American people were told that 19 of 19 Muslim hijackers successfully sky-jacked four large Boeing airliners in four attempts, 4 for 4, a 100% success rate despite the fact that there no hijackings of any kind during the previous decade in the United States and an absence of hijackings of Boeing 757/767 airliners since their introduction into domestic commercial service back in 1982. I repeat: no 767 or 757 jetliner had ever been hijacked in the United States, none, that is, but the four aircraft alleged on 9/11. In real life, hijackers often fail. Sky jacking a large airliner with dozens if not hundreds aboard is an extremely risky enterprise, especially with a small knife and locked cockpit doors. The high likelihood of failure is a powerful reason why hijackings are unknown in the modern era in the United States.

The attacks of 9/11 were unprecedented but in ways most speakers of this cliché fail to realize. Given the hijack-free history of 757/767s prior to 9/11, extraordinary proof would be required to verify the whacky government/media conspiracy theory of four hijackings on 9/11. Extraordinary proof would, in turn, require extraordinary care in examination given the government’s history of big lies.

Shock and Awe

²⁵ Interceptors were scrambled 67 times from September 2000 and June 2001 and 129 times in 2000 according to NORAD.

<http://911research.wtc7.net/planes/analysis/norad/index.html#ref1>

<http://911research.wtc7.net/cache/planes/analysis/norad/020812ap.html>

http://911research.wtc7.net/cache/planes/analysis/norad/calgaryherald101301_scrables.html

To date, no proof (= “the evidence establishing the validity of a given assertion, conclusive demonstration of something”) that flights 11, 175, 77 and 93 were hijacked has been forthcoming. Instead, we were offered the four cleanest crash sites in aviation history. The wreckage at all four 9/11 sites was virtually non-existent. The government has issued no “white paper” to prove its case, the 9/11 Commission made no attempt to prove that the accused Muslim men committed the attacks, nor did NIST investigate and prove what happened on 9/11. The media remain silent, performing no independent investigation themselves, aside from occasional “hit” pieces to mock “conspiracy theorists.” The establishment blithely presupposes its official conspiracy theory is true and merely applies lipstick to its pig as required.²⁶ Yet the official 9/11 conspiracy theory has the unfortunate property of the most absurd theory of all and being false, cannot be proven.

Vibrations reaching sensitive seismograms from the north tower event at 8:46:26 EDT registered a 0.9 equivalent magnitude earthquake according to Lamont-Doherty, too small to be felt on the ground, and at 9:02:54 EDT recorded an even smaller 0.7 magnitude for the south tower event.²⁷ These data present a problem for the conventional story, namely, the allegation that a plane hit the south tower with 100 mph more speed than the north tower “plane” hit. Kinetic energy increases as the square of speed, and 100 additional mph would have increased the kinetic energy of the speeding UA 175 by 50% over that of the allegedly slower AA Flight 11, only trivially offset by the alleged 3-ton lower weight of FL 175 versus AA FL 11. Taking these facts alone into account, the south tower hit should have registered measurably greater force and impact rather than less, yet it was only 0.7 vs. 0.9, thereby undermining the official “speed” story. A jackhammer registers a 0.6 reading. Richter magnitudes under 2.0 are considered micro-earthquakes, too small to be felt and occur about 8,000 times per day.²⁸

To pursue this further, the south tower hit was at a lower level than the north tower equivalent, so there was less shock absorption by the south tower (floor 78+) than the north tower (floor 94+). This is another reason to expect a higher Richter reading from the south tower “collision/crash” with an alleged plane. The logic of the high-speed tale about UA 175 is further subverted by the differential height of the “hits” on the twin towers.

The final issue here is, what was in the path of the two hypothetical jetliners? The steel columns were marginally thicker at lower heights in the south tower, a trivial

²⁶ Yet NIST reasserts “...the NIST WTC investigation as described in NCSTAR 1 and the supporting reports was thorough and based on all available evidence...” in its January 10, 2008, denial of the appeal by Dr. Judy Wood,

http://www.ocio.os.doc.gov/ITPolicyandPrograms/Information_Quality/PROD01_002619 ; also see more self-praise by NIST of its investigation as open, thorough and independent here: http://wtc.nist.gov/pubs/semerjian_remarks_62305.htm

²⁷ http://www.ldeo.columbia.edu/LCSN/Eq/WTC_20010911.html

http://911research.wtc7.net/mirrors/guardian2/wtc/seismic/WTC_LDEO_KIM.htm

http://www.popularmechanics.com/technology/military_law/1227842.html?page=5

<http://drjudywood.com/articles/DEW/StarWarsBeam1.html>

²⁸ http://en.wikipedia.org/wiki/Richter_magnitude_scale

difference, and the floors identical. However, there was a difference in distances from the wall to the core, only 37 ft. at the south tower vs. 60 ft at the north tower. Hitting the structural core sooner as UA 175 supposedly did at the south tower would increase the seismic reading rather than lower it. According to the NIST study, bogus as it is, the south tower “plane” also severed 10 massive core columns and heavily damaged one while the north tower “plane” severed six massive core columns and supposedly damaged three severely (pp. 71 and 91 of 298). NIST needed this result about greater damage to the core in the south tower to plausibly “explain” the fact that the south tower disintegrated 29 minutes before the north tower despite the fact that the north tower was “hit” 16.5 minutes earlier. Therefore, NIST claimed the south tower suffered more core damage than the north tower to account for the “premature” disappearance of the south tower. But this expedient only makes the Lamont-Doherty seismic data worse for the official plane story: if a plane had hit the south tower core sooner and done more damage to the core columns, then a higher seismic reading should have been registered at the south tower rather than at the north tower. Yet 0.7 for the second event is lower than 0.9 for the first event, contradicting the official story. The two seismic readings refute the official government plane story on all grounds: relative aircraft speed, impacts by height and alleged severing of core columns. The government is lying.

For the first time in major U.S. commercial aviation history, no flight data recorders (FDRs) or cockpit voice recorders (CVRs) were recovered from either aircraft and authenticated. Alleged evidence from FDRs and CVRs has been released for the alleged Pentagon and Shanksville incidents (provably inauthentic, according to John Lear and Pilots for 9/11 Truth) but not the WTC incidents. Why not? Because it is very hard to fake 156 recorded parameters 8X per second about two planes.

FDRs and CVRs are installed in the tail section of airliners because they are among the strongest structures in an airliner and the most crash survivable part of the aircraft.²⁹ In addition to the absence of FDRs and CVRs, no tail section from either “airliner” was recovered, despite the immense forgings that form their strength. The FDR records some 156 parameters 8X per sec. and a National Transportation Safety Board spokesperson says, “It’s extremely rare that we don’t get the recorders back. I can’t recall another domestic case in which we did not recover the recorders.” [CBS News, 2/23/2002]. The black boxes are considered “nearly indestructible,” are placed in the most survivable parts of the aircraft, and are designed to survive impacts much greater than the WTC impact. They can withstand heat of up to 2,000 degrees Fahrenheit for one hour, and can withstand an impact of 3,400 G’s. In 2004, some of the black boxes were reported found in the weeks after 9/11, but that their asserted “discovery” was kept secret, never verified and can therefore be treated as a nullity until produced.³⁰

²⁹ http://www.nts.gov/aviation/CVR_FDR.htm. With the data retrieved from the FDR, the Safety Board can generate a computer animated video reconstruction of the flight and therefore resolve questions.

³⁰

http://www.cooperativeresearch.org/timeline.jsp?timeline=complete_911_timeline&investigations:a_detailed_look=wtcinvestigation

October 2001: Three of Four Black Boxes From WTC Crashes Secretly Found?

An unburned Saudi passport for Satam al Suqami, an alleged hijacker aboard alleged Flight 11, however, reportedly was found by a passerby on or near Vesey St. near the WTC before destruction of both towers.³¹ We, the people of the United States of America, are supposed to believe, therefore, that a paper passport flew out of the pocket or the luggage of terrorist Satam al Suqami, who was busy holding crew and passengers at bay, survived a fiery explosion and fireball high up in WTC 1 and then gently floated down to a sidewalk nearby, intact and unburned. *The Guardian* calls this one of “Uncle Sam’s Lucky Finds,” among so many items conveniently left behind by the hijackers for the FBI to stumble over.³² The alleged rental car at Logan proved a “treasure trove” of material (rather than the rental car Atta allegedly left behind at Portland airport!), including a flight manual in Arabic and a copy of the Koran. Similarly, the alleged hijacker pilot of Flight 175, Marwan Al Shehhi, the devout Muslim who enjoyed lap dances at strip clubs, also left behind a Boeing 757 flight manual, illustrated martial arts books (all the better to fend off an attack by 60 people, Bruce-Lee-style), an airplane fuel tester (always useful during a hijacking), a protractor and an 8-inch stack of East Coast flight maps in a motel room.³³ As one headline put it, “Hijackers Leave a Clear Trail of Evidence.”³⁴ Such careless behavior is inconsistent with FBI Director Mueller’s contention that the plotters left not a trace of an electronic or paper trail whatsoever. The government needs a better set of lies (and memory) to make its lies more consistent with each other.

Airplane Wreckage, Where Art Thou?

Where is all the aircraft debris? September 11th left the four cleanest (alleged) crash sites in aviation history. Contrary to all previous airplane and airliner crash experience and expectations, no large aluminum airplane pieces bounced off the tower impact walls, there was no aircraft wreckage visible in either tower hole and no evidence of aircraft wreckage below those impact holes.

The FBI has denied Aidan Monaghan’s FOIA request and his appeal of the FBI denial of his request for “documentation pertaining to any formally and positively identified debris by the FBI, from all 4 civilian commercial aircraft used in the terrorist attacks of September 11, 2001.” The FBI claims that such evidence is “exempt from disclosure.”³⁵ Each Boeing 767 has 3.1 million parts yet there was almost no airplane debris at the WTC. No large parts visibly bounced off either building and landed but

³¹ http://en.wikipedia.org/wiki/Satam_al-Suqami

³² <http://www.guardian.co.uk/september11/story/0,11209,669961,00.html>

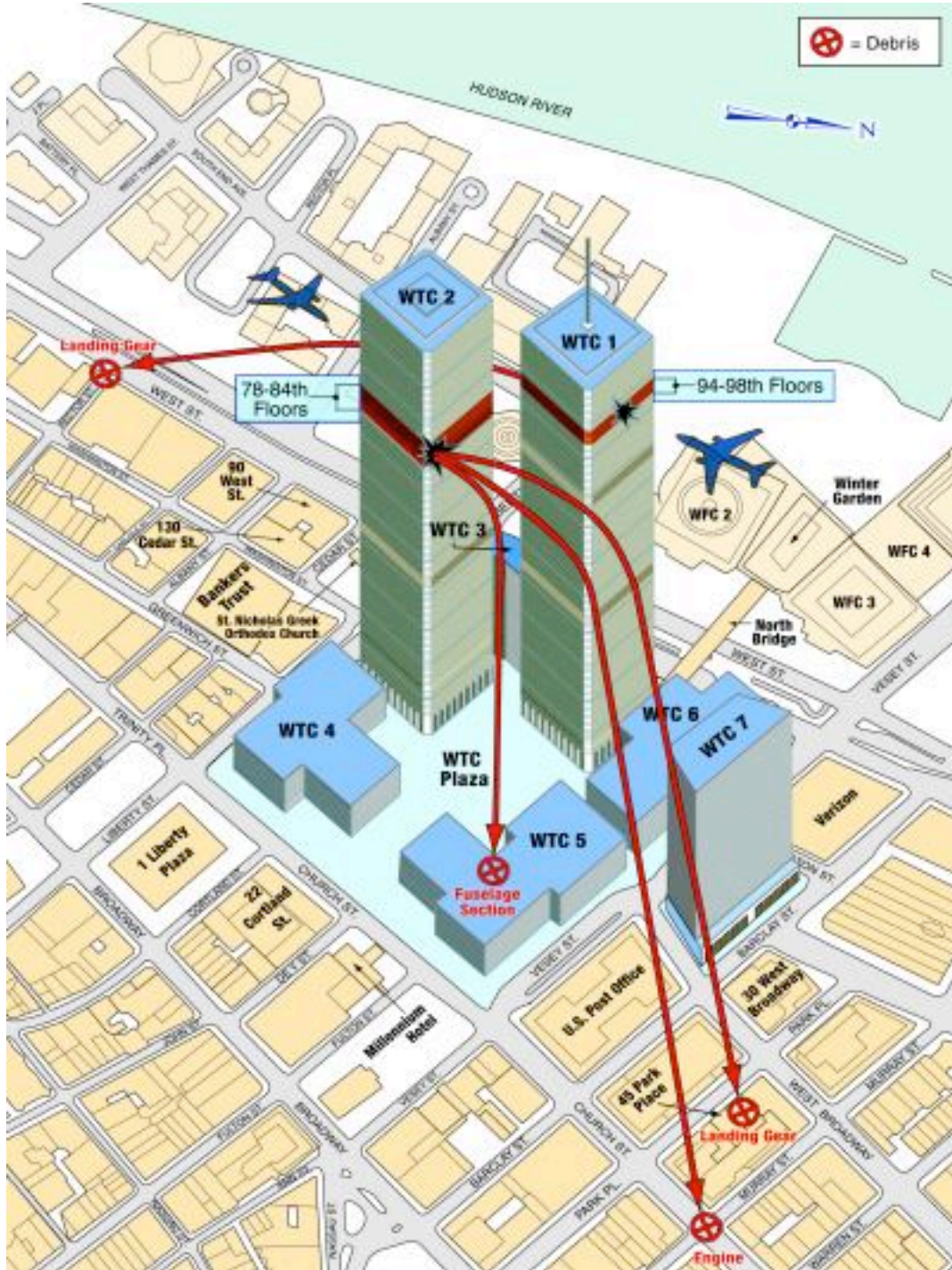
³³ <http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/2001/10/04/MN102970.DTL> ;
http://chronicle.augusta.com/stories/091601/ter_124-7402.shtml

³⁴

<http://www.cooperativeresearch.org/searchResults.jsp?searchtext=rented+car&events=on&entities=on&articles=on&topics=on&timelines=on&projects=on&titles=on&descriptions=on&dosearch=on&search=Go>

³⁵ <http://i232.photobucket.com/albums/ee147/S1kun1t/FOIA2.jpg?t=1191324655>;
<http://www.911blogger.com/node/11776>

supposedly a few pieces flew out the opposite side of each tower. These reported parts raise troubling questions. For example, the fuselage piece “found” uncrushed and unburned on the roof of WTC 5



Source: FEMA, rehab previous link.

was not present in aerial photos of WTC 5 shortly after 9/11 but showed up in an October 25, 2001, picture attributed to Dr. Gene Corley, an expert hired by



<http://drjudywood.co.uk/articles/DEW/StarWarsBeam4.html#fuselageplace>

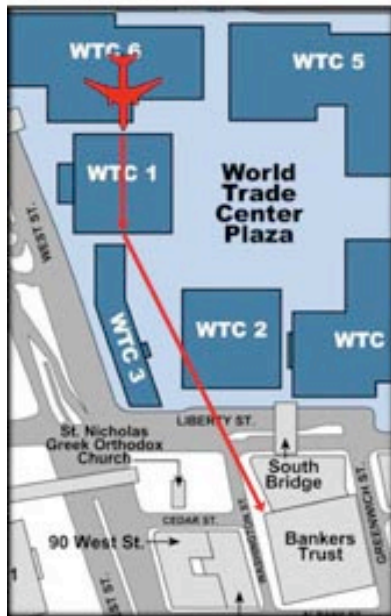
FEMA and other agencies to find the correct (staged) things about 9/11, destruction of the Federal Murrah Office building in Oklahoma City, etc.³⁶ FEMA's Director during this period (February 1, 2001-March 1, 2003) was George W. Bush's close friend and 2000 campaign manager, Joe M. Allbaugh.³⁷ Similar questions about authenticity arise for Arab passports, landing gear, two dinky engine pieces, life vests and the other items allegedly found near the WTC. The engine piece north

³⁶ <http://drjudywood.co.uk/articles/DEW/StarWarsBeam4.html#fuselageplace> ;

³⁷ http://en.wikipedia.org/wiki/Joe_Allbaugh#Senior_Advisor_to_Rudy_Giuliani

Amazing Unexplained FEMA Physics

FEMA Report pg 2-16: It is known that some debris from the aircraft traveled completely through the structure. For example, **life jackets** and portions of seats from the aircraft were **found on the roof of the Bankers Trust building**, located to the south of WTC 2



But Questions Remain

- 1) How did we lose the jet engines (made of steel alloys), but retain flimsy evidence like life jackets?
- 2) How did this debris manage to get through WTC2? Was the wind THAT strong?
- 3) Were these parts planted, much like the proposed 1962 Operation Northwoods scheme?
http://en.wikipedia.org/wiki/Operation_Northwoods

TOUGH STUFF Life Vests

The only life jackets tough enough to survive 9-11

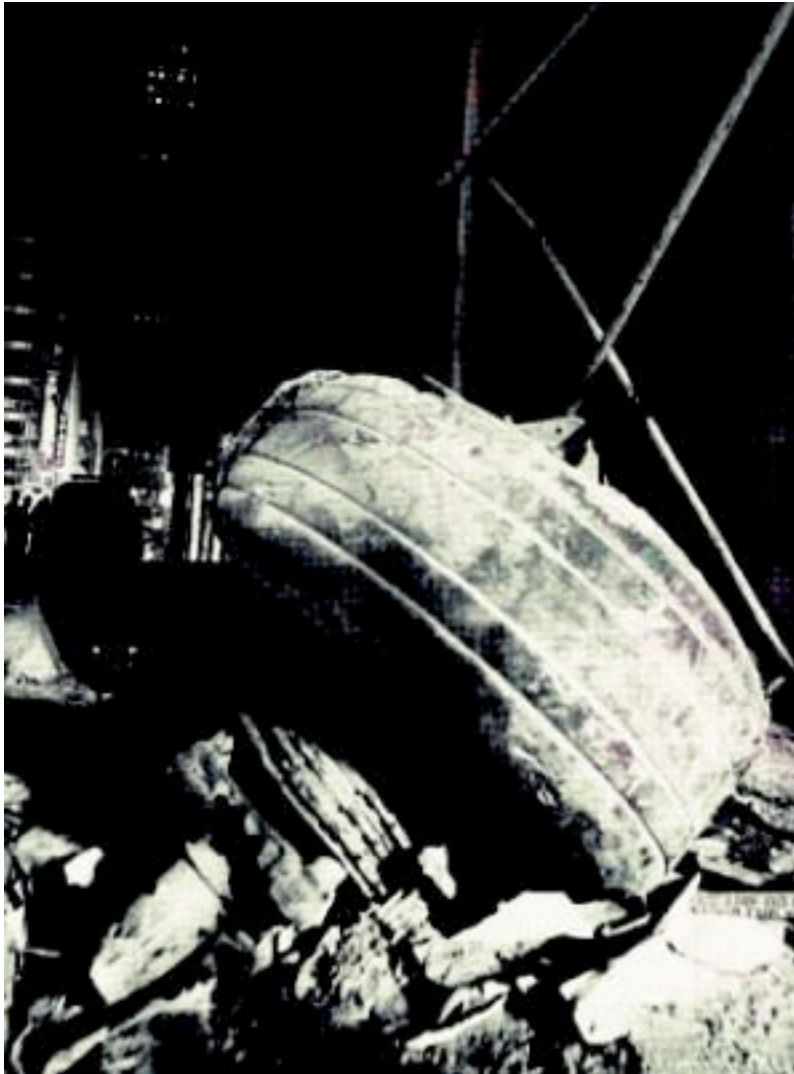


Quality Features You Can Depend on!

- Space age material - Light enough to float, heavy enough to puncture through WTC 1. (FEMA Report Section 2.2.1.1)
- Field tested — Atta Approved!
- Special passport pocket to easily assist FBI in quick and erroneous identification.
- 6 out of 19 Hijackers agree — they're still Alive!
<http://911research.wtc7.net/disinfo/deceptions/identities.html>

Source: http://nomoregames.net/index.php?page=911&subpage1=we_have_holes

of the WTC is especially suspicious, since it supposedly came from a United 767 which uses Pratt & Whitney engines exclusively. Yet the engine part looks like it is GE/Snecma, General Electric's French partner, according to retired pilot John Lear and other experts. Nor does it appear that such an engine part could have flown over the tall buildings on the alleged flight path and landed in the intersection of Church and Murray streets and placed itself on its end under scaffolding. And where are the gashes in the street from the hard landing? What were the serial numbers from the two engine pieces? It would have easy enough, indeed mandatory at a crime scene, to record and photograph those numbers and match them against maintenance logs for tail numbers N334AA and N612UA. Apparently the authorities ignored these questions about the authenticity of airplane debris. Why do I get the feeling that the authorities did not want to know?



What is this? More plane parts attracted to scaffolding, allegedly 767 landing gear from Tail number N334AA, punching all the way through the WTC 1

fireball to land 3-4 blocks south of WTC 1 at West and Rector.³⁸ Is that tire burned? Or just dirty? How could a tire and shaft that wide exit through the south side of WTC 1 when photos show no large gash and no broken columns? Source: FEMA, http://911research.wtc7.net/mirrors/guardian2/wtc/WTC_ch2.htm

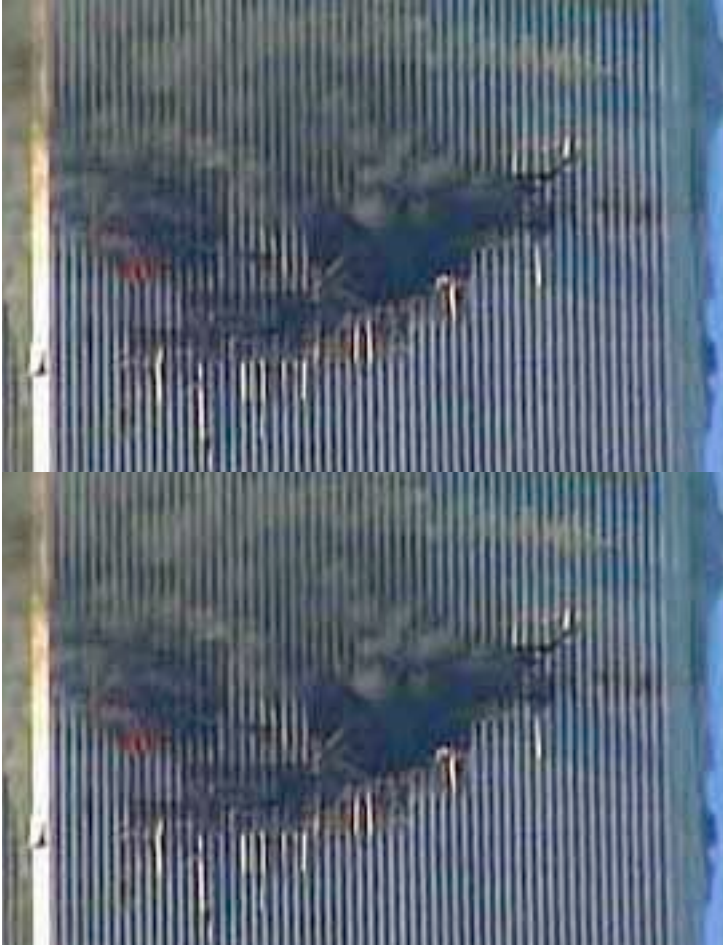
The NYPD, FDNY, PANYNJ and FAA personnel, in addition to the military, reportedly are under gag orders regarding 9/11. No interviews with air traffic controllers involved in the incidents have been released. No audio communications with the two flights have been released. No electronic records of the monitoring of hijacked flights by air traffic control have been released.³⁹ I have a brother-in-law who has two friends in the FAA in New Hampshire who were on duty on 9/11 and he even co-owns a private plane with one of these controllers and he asked both for “something” about 9/11 but neither would talk about it. Why the secrecy for civilians? Of the 500 first-responder witness statements, more than ninety (90) of them are redacted, thus hiding from us portions of otherwise available, civilian witness statements (see study referenced below).

Abracadabra: Plane Disappears

An equally compelling line of factual query results from the fact that the visible holes in the respective towers were undersized, so Boeing 767s could not have completely disappeared into the towers through such small holes. A Boeing 767 is 159 feet long, 156 feet wide and approximately 49 feet tall (landing gear retracted). NIST and its contractors avoided estimating the dimensions of the holes, an easy and necessary task. The obvious explanation would be that had they done so, it would have been well nigh impossible to continue the charade that wide-body jetliners crashed into the WTC and completely disappeared inside each tower through undersized gashes. The depicted openings were too small to permit unmolested passage of an intact Boeing 767 as shown in videos. The WTC 1 hole was approximately 125 feet wide in terms of severed columns and under 40 feet tall. The WTC 2 hole was even smaller, with a width of only about 106 feet in severed wall columns by my measure, or two-thirds of that required to swallow a 767 whole. Once again, something is seriously amiss.

³⁸ For a thorough analysis of this fraudulent plant, see http://nomoregames.net/index.php?page=911&subpage1=trouble_with_jones

³⁹ <http://911research.wtc7.net/planes/evidence/missing.html>



Source: FEMA

The WTC holes were obstructed too, so an airliner could not have cleanly swept through such obstructions and disappeared deep inside the holes. A clean disappearance would require a hole large enough to accommodate the front profile of the aircraft and must essentially be unobstructed, aside from aircraft debris, reflecting the plane's ability to sweep aside virtually all tower material encountered, including steel box columns reinforced by the lateral edges of steel/concrete floors, aside from material that might fall down after the aircraft's passage.

Even if most of a Boeing, for the sake of argument, could punch through steel composing 37% of the surface area of each wall with box columns braced by steel spandrel belts and lateral edges of six+ steel/concrete floors without the aluminum plane breaking apart at the wall and floor edges, within 60 feet Flight 11 would have collided with the robust core of the north tower with its 47 massive steel, cross-braced columns. That implies 99 feet of airplane would still be outside the building if its nose (impossibly intact) were to collide with the powerful core. United Flight 175 would have collided with the south tower's core within 37 feet, just 7 feet longer than the distance of a 1st-&-10-yards-to-go in football. That short distance implies 122 feet of aircraft would remain outside the building as its nose or its shattered pieces hit the core. It is impossible, in other words, for an aluminum airliner of 159 feet to run into such a dense concentration of structural steel within such a short distance in a massive steel/concrete tower and

without visible aircraft debris in each hole and enormous pieces of 767 outside the building.

The tale NIST and its prestigious contractors animate and repeat is an absurd proposition. A fragile aluminum plane cannot disappear into a dense structure of steel and concrete. In a real crash, substantial wreckage would have been highly visible in the hole as well as outside it, especially below, because the walls, floors and core would have prevented any advance inside the building for most of the aircraft. Instead, we are told to believe the absurd official proposition that two Boeing 767s disappeared into the Twin Towers through undersized, obstructed holes without visible, verified aircraft debris.

The holes were “airplane-shaped,” a physical impossibility. Children laugh at such cookie-cutter “silhouettes of passage” in Roadrunner and Tom & Jerry cartoons because they know they are physically impossible. That is not the way collisions work. Only cartoon characters can







Source: FEMA, http://911research.wtc7.net/mirrors/guardian2/wtc/WTC_ch2.htm#fig-2-13

run and fly through “weak, deformable” interior walls, mountainsides and buildings and leave their own outlines behind. That’s why they’re funny. A live announcer from WBAI on the morning of 9/11 giggled slightly, despite the grim situation, upon reporting airplane-shaped holes had appeared in the towers.

An aluminum plane cannot disappear into a heavy steel/concrete tower, no ifs, ands or buts. It is impossible.⁴⁰ Aluminum airplanes in real crashes deform, tear and crumple, smash to pieces, bounce parts inelastically and break off flaps, panels, actuators, wings, wing tips and tail sections. The fuselage would break into several sections. The tail section would snap off. There are no 14” steel box columns in airliners, reinforced by

⁴⁰ Yet Purdue University with one of the most prestigious engineering schools in the nation produced an animation of an airliner easily pushing right through an image of a twin tower. See <http://www.livevideo.com/video/killtown/C988F75E99224372824831E3F73DC126/purdue-sim-of-aal1-s-strong-wi.aspx>; Purdue has been rewarded with a Homeland Security Institute grant and its president was appointed to the board of SAIC, a top military and NIST contractor, among other recent benefits from the warfare state. Contrary to the bromide, crime pays.

steel spandrel belts, in turn reinforced by the lateral edges of steel/concrete floors, in turn reinforced by 47 massive, cross-braced steel columns. For pictorial evidence on the fragility of aircraft and other vehicles, see



http://nomoregames.net/presentations/Madison_No_Planes_Final_August_07.ppt.htm and airdisaster.com

Steel is stronger than aluminum. For example, the ultimate (failure) strength of A36 steel is 50% higher than that of 6061-T6 aluminum.⁴¹ The high-strength steel used in the 14" exoskeleton box columns had a thickness of 5/8" tapering to 1/4" in the impact zone of WTC 1 floors 89-101 and 13/16" tapering to 1/4" in WTC 2 floors 77-87. Steel is approximately 3x stiffer than aluminum. Aluminum will deform 3x as much as steel, in other words, under the same stress. Hence, an airplane must deform as it strikes a steel tower.

Video Fakery

⁴¹ R.C. Hibbeler, *Mechanics of Materials*, 7th edition, Prentice Hall.

Videos of the south tower penetration, however, show that the aluminum airplane image does not deform, break or decelerate during perforation of the tower. The twin tower events were the two most non-violent “collisions” in the history of collisions. That is because there were no collisions, no impacts, instead we were told there was “entry” into the twin towers, followed by explosions. Such a depiction violates basic laws of physics.



<http://img401.imageshack.us/img401/9189/hezarkhanicumv3.gif>



Source: Single Frame from “ghost plane” courtesy of CNN/Michael Herzarkhani. If “the plane” had hit at a 15° lateral angle, as NIST maintains, the left engine and wing would

hit the building before the right engine and wing, and thereby knock the plane in the opposite direction, that is, counterclockwise, east, to the right. The jet engines should not be so visible/prominent in this fake video because most of the wings were already in the steel building, as shown in the frame above and amplified below. Further, 767 wings sweep back at approximately 30° but are swept back very little in the frame, appearing almost flush with the wall. In the videos the two engine images hit the wall simultaneously, contrary to the 15° lateral angle asserted by NIST.





Photo Copyright © Phil Derner Jr.

AIRLINERS.NET



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AIRLINERS.NET

The bulk of 767 engines protrude well in front of the leading edge of the wings, leaving little of the engines hanging directly below the wing, in contrast to the image shown in

the CNN/Herzarkhani frame above. The top photo of United 767s is tail number N612UA, the alleged plane used for Flight 175 that supposedly flew into WTC 2 on 9/11. http://www.airliners.net/photo/United-Airlines/Boeing-767-222/0168079&photo_nr=19&prev_id=0188132&next_id=0159169
http://www.airliners.net/photo/United-Airlines/Boeing-767-222/0780842&photo_nr=60&prev_id=0797443&next_id=NEXTID
http://www.airliners.net/open.file?id=1032393&size=L&width=1024&height=695&sok=&photo_nr=37

Such videos are fake, very bad ones at that. Any video showing a physical impossibility, similar to the special effects seen in commercials, cartoons and movies, must be fake. This is an incontestable proposition. Nothing is more reliable in life than the basic laws of nature.

An immense, heavy tower built of steel walls reinforced by steel-reinforced concrete floors and a dense, cross-braced structural core would offer massive resistance to an aluminum airplane, breaking it up.

While a real speeding airliner would damage any tower it hit, leaving a scar on (damage to) the tower, a plane could not punch through steel tower walls and floors, leaving its own “outline,” while simultaneously shredding itself into tiny pieces against the tower’s structure and then disappear entirely into the tower as if vacuumed into the opening, as depicted by NIST and its contractors. That physical sequence is impossible. NIST and its hired guns told us, in effect, that a speeding tennis ball can break through the strings of a tennis racquet while those same tennis strings, in turn, would simultaneously shred the ball into tiny pieces. That cannot happen. In reality, a tennis ball that breaks the racquet strings would burst through the weaker strings and stay intact, ‘invincible’ as it proved itself relative to the strings. A silhouette of an “airplane” passage at the WTC could only be approximated if an airliner were a much stronger object than the tower and that is impossible. Suppose we imagine, for example, that the plane were constructed of steel and the tower was a sheet of aluminum with little or no reinforcement where the impact occurs. The strong plane could punch through the weaker object (tower), supposedly quite deformable during penetration, and the far-stronger plane would enter the building completely or mostly intact. However, such a plane would not be shredded to pieces at the same time by the weak, deformable building wall.

What plane parts could fly through the building? Although improbable, a loose engine or piece of landing gear, if they hit just right, are the only pieces strong enough and dense and small enough to conceivably fly through a tower. The massive forgings at the core of the plane’s structure—keel, wing box, wing spars, tail section—could not because they would encounter too much resistance.

The alleged 767s would have weighed approximately 140 tons each. Five floors in the upper levels of the Twin Towers would have weighed at least 14,000 tons or 100x as much as a 767 and its load.⁴² Tons and tons of braced structural steel and concrete

⁴² Calculations from

http://nomoregames.net/presentations/Madison_No_Planes_Final_August_07.ppt.htm, slides 86-88.

would destroy the airplane and leave a substantial portion of plane wreckage below the two impact zones and in the holes. NIST simulations actually display shredded airplane parts exiting the impact hole and being showered around the tower interior as if each plane were shredded while they simultaneously put huge gashes in exterior walls and interior floors. Yet NIST and its contractors furnish no evidence of shredded airplane parts in the holes, below the holes, or in the WTC plaza.⁴³

The shredding of each plane was allegedly so fine that shredded parts removed fireproofing from trusses and columns everywhere, allowing fires to eventually weaken the structure up to the “initiation of collapse” and “collapse became inevitable.”⁴⁴ NIST and its contractors would have us believe that a fragile airplane could sever (cut) massive steel columns, perimeter and core, and steel-reinforced concrete floors while the plane shredded itself to shrapnel against the building. I am not making this up.

Shrapnel, Shotgun Blasts, Fire Insulation and a Lovely Little War on Terror

Could fire-resistive insulation in the towers have been stripped by aircraft debris? NCSTAR 1 makes an astounding claim (pg. 40 of 298): “The WTC towers likely would *NOT* [emphasis added] have collapsed under the combined effects of aircraft impact damage and the extensive, multi-floor fires that were encountered on September 11, 2001, if the thermal insulation had not been widely dislodged or had been only minimally dislodged by aircraft impact.” NIST asserts on pg. 70 of 298: “The insulation applied to the floor trusses above and the columns was scraped off by shrapnel-like aircraft debris and building wall fragments over a wedge almost 100 ft wide at the north face of the tower and 50 ft wide at the south end of the building core.” I cannot resist responding to this claim! In fact, it is my duty to respond. The entire war on terror here at home and abroad rests on the claim that Muslim hijackers flew airliners into iconic buildings and the resulting “aircraft impact damage” and subsequent fires led to complete destruction of the twin towers. Therefore, this NIST assertion deserves the utmost attention.

NIST and its contractors, some 200 experts strong, were hired to spend \$20 million and 3 years to embellish this official myth: airliners burst inside the steel towers by severing the dense latticework of steel columns and steel-reinforced concrete, while the purported airliners shredded themselves to shrapnel, thereby stripping fire-resistive insulation off columns and trusses and then jet fuel/office fires destroyed the towers! Anyone pushing this singular theory of what happened to each tower in quasi-identical fashion would have to possess extraordinary evidence to back it up. What evidence do NIST and its contractors provide that airplane/building impacts could turn airplane pieces into shrapnel that, in turn, would necessarily strip mass quantities of thermal insulation from columns and trusses in the towers? Nothing valid. First, a real aluminum airplane would mostly crumple outside, making such fine shredding inside impossible, as argued in this article. An airplane and its parts have more material integrity than to shred into shrapnel.⁴⁵ Can NIST and its contractors point to other aviation accidents in history that produced such aluminum “shrapnel”? No historical examples have been cited. Second,

⁴³ NCSTAR 1 and NCSTAR 1-2 show no evidence of airplane debris.

⁴⁴ NCSTAR 1, pg. 39 of 298, fn. 2.

⁴⁵ <http://en.wikipedia.org/wiki/Shrapnel>

there is no evidence that such fine shredding, even if we entertain the idea for the sake of argument, could significantly damage or strip off fire-resistive insulation from trusses and beams.

What did NIST do to demonstrate its shrapnel case? It fired a 12-gauge custom-barrel shotgun 15 times into a box of insulated samples—I am not making this one up either—and failed to show proof of concept even if we assumed there was a real airplane “crash,” as argued by chemist Kevin Ryan below.⁴⁶ NIST never attempted to show how aluminum planes could turn to shrapnel, much less into shotgun blasts. Third, in “four standard fire resistance tests that were conducted under a range of insulation and test conditions, NIST found ...in all cases, the floors continued to support the full design load without collapse for over 2 hours” (pg. 43 of 298), so whether or not insulation was present, there is no scientific case for collapse from structural impact and fires. Fourth, extensive fires in the north tower in February 1975 had already demonstrated “proof of concept” that the towers were highly resistant to fires, not to mention no steel-framed skyscraper had ever collapsed from fire in the history of skyscrapers.

⁴⁶ “With step three we quickly get to the core of NIST’s collapse initiation argument. Their report states that ‘The WTC towers likely would not have collapsed under the combined effects of aircraft impact damage and the extensive, multi-floor fires if the thermal insulation had not been widely dislodged or had been only minimally dislodged by aircraft impact.’ Considering that NIST so clearly depends on extensive fireproofing loss, you would think they would have spent a great deal of their time and money investigating this effect and communicating the details. But no, one had to be very patient and focused to find what evidence NIST provided for this crucial claim. Their test for fireproofing loss, never inserted in the draft reports, involved shooting a total of fifteen rounds from a shotgun at non-representative samples in a plywood box. Flat steel plates were used instead of column samples, and no floor deck samples were tested at all. In the end, they slid the results into a 12-page appendix to the final report. Unfortunately, it’s not hard to see that these tests actually disproved their findings. One reason is that there is no evidence that a Boeing 767 could transform into any number of shotgun blasts. Nearly 100,000 blasts would be needed based on NIST’s own damage estimates, and these would have to be directed in a very symmetrical fashion to strip the columns and floors from all sides. However, it is much more likely that the aircraft debris was a distribution of sizes from very large chunks to a few smaller ones, and that it was directed asymmetrically. Also, there is no indication that fireproofing was stripped from beneath the aluminum cladding on the exterior columns, but in subsequent steps of their story, NIST depends on this. To put NIST’s pivotal claim to rest, there was simply no energy available to cause fireproofing loss. Previous calculations by engineers at MIT had shown that all the kinetic energy from the aircraft was consumed in breaking columns, crushing the floors and destroying the aircraft itself. But NIST’s tests indicate that 1 MJ of energy was needed per square meter of surface area to shear the fireproofing off. For the areas in question, more than 6,000 square meters of column, floor deck and floor joist surface, the extra energy needed would be several times more than the entire amount of kinetic energy available to begin with.” --Kevin Ryan.

See [http://journalof911studies.com/What is 9/11 Truth? - The First Steps \(pdf\)](http://journalof911studies.com/What%20is%209/11%20Truth%20-%20The%20First%20Steps%20(pdf).).

Fake Videos of Airplane Entry

Multiple videos show a plane image, supposedly United Flight 175, which does not decelerate as it travels into the south tower. The plane image moves in the tower at the same speed as it does in thin air outside the tower, as if the tower applies no force upon the plane. NIST and its contractors concur with me in interpreting the videos as displaying virtually no deceleration, thereby treating the videos as if they recorded a real, though impossible, event. NIST and its contractors claim to have built computer models that mimic the picture and video “data” but “the data” violate basic physics and are therefore fraudulent. NIST and its contractors constructed computer simulations, airplane animations and analyses that are “computer hallucinations.” The NIST contractors furthered this fraud by preparing simulations of the event that mimic an impossible feat of jetliners gliding into a steel building, from nose to tail, wing tip to wing tip, without slowing and without exploding fuel upon initial impact, creating an external explosion and debris field.

Consider one video in particular. According to Ace Baker, musician, composer and videographer, FOX removed its Chopper 5 footage from its archives because there is:

1. No plane in the wide shot.
2. Miracle Zoom, too obvious.
3. Plane motion becomes less stable upon stabilizing the video.
4. Fuselage nose pops out from behind the layer mask.
5. Picture fades to black.⁴⁷

Run any south tower penetration video frame-by-frame and no crash occurs. The plane image glides smoothly and effortlessly into the south tower without breaking a single part off.⁴⁸ Even on the morning of 9/11, TV-types said the “plane” entered the

⁴⁷ Source: <http://www.cebaker.com/9-1/PinocchioStudy/Chopper5Velocity.html>

⁴⁸ NIST and its contractors relied on the following video “records” to “estimate the initial impact conditions of the aircraft that impacted World Trade Center (WTC) 1 and WTC 2” as specified in NCSTAR 1, Table 6-1 and Appendix E, pg. 340-8 (pg. 453-61 of 462):

WTC 1 videos (n=2):

The first is the “Naudet brothers,” the second allegedly from Pavel Hlavel 2001.

WTC 2 videos (n=7):

p. 341 WABC-TV, jetliner looks black, shaped like a 747.

p. 342 Michael Hezarkhani, CNN shot, looks like AA livery, fuselage nose in WTC 2.

p. 343 Park Foreman, very dark aircraft, darker than UA livery, with two shiny spots on starboard fuselage.

p. 344 Scott Myers, AA livery with jetliner nearly overhead to left, on Liberty St. or block south of Liberty?

p. 345 Evans Fairbanks with jetliner image overhead of FBI agent, no sound, artificial

p. 346 WNBC jetliner represented as if from north

p. 347 WPIX-TV NYC “fractional” jetliner as seen from east? Very dark, sun doesn’t shine on it, wings and engines look amiss, wrong angle.

I filed a FOIA request for these videos and on October 25, 2007, NIST responded with an

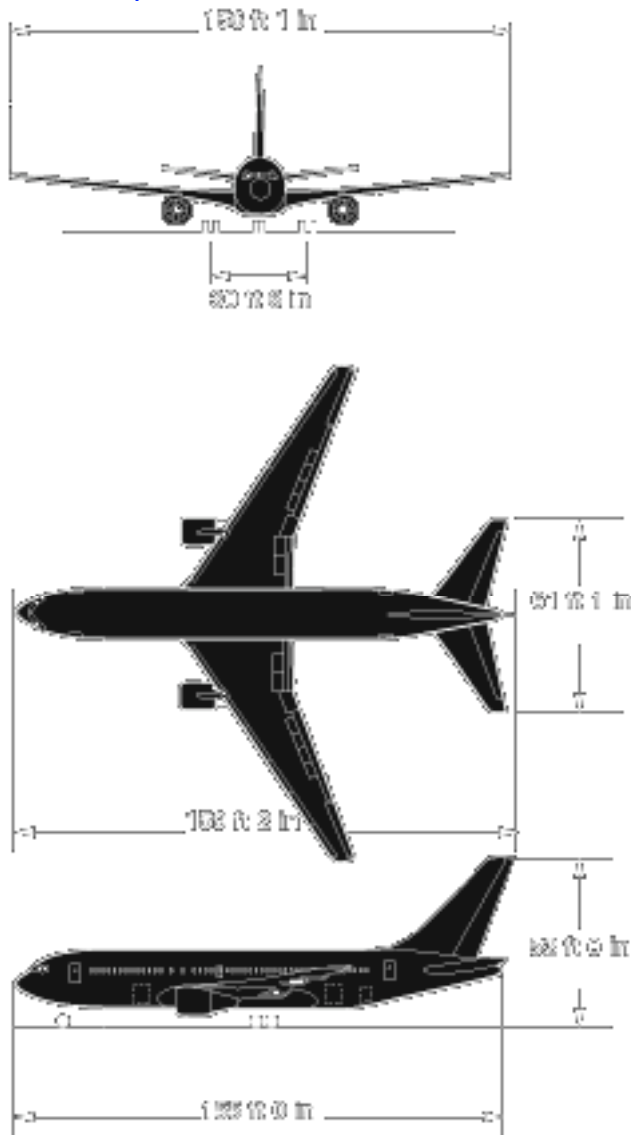
tower, odd language to use if it was a real collision. High-speed crashes are violent, yet the “airliner” interactions with the towers were not. Yes, the delayed explosions were violent but penetration itself was not. The building even appears to heal itself up momentarily as the plane image disappears and before major explosions begin. Even aluminum wing tips disappear into the building without breaking off, instead wings, both engines attached, slice or “saw” in one piece through steel box columns despite being reinforced by steel spandrel belts and the lateral edges of six or more steel-reinforced concrete floors. This is impossible. Skeptics may want to view this video of construction of a Boeing 767, a flying “tin can,” or more precisely, an aluminum can.⁴⁹

The wings on a Boeing 767 are raked back at approximately 30°. In a collision with a tower, assuming the wings stayed attached initially, they would not strike “flush,” all at once, but instead the engine on the left wing would hit the WTC 2 first. The wrecking ball (= WTC steel wall) would smack that engine and its temporarily attached wing with enormous equal and opposite force. The wing would break off violently, and its lightly-attached wing tips would go flying in the opposite direction. The only way the wing tips could disappear inside is to imagine

offer to “search” for videos for an initial fee of \$3,030.50. The \$0.50 demonstrates the precision with which NIST bureaucrats can estimate expenses doesn’t it? On November 27, 2007 I appealed to NIST and requested new terms upon which NIST might fulfill its obligation to respond to my FOIA request and have heard no reply. See http://nomoregames.net/index.php?page=911&subpage1=nist_another_installment In addition, I filed a FOIA for complete NIST contract information, and I have sent a check to NIST for \$398.94 for such a search and NIST acknowledged receipt of the check on December 7, 2007. I have heard nothing more in response. The best collection of these videos on the web is here: http://killtown.911review.org/2nd-hit.html#Chopper5_FOX . On Jeff Hill’s call to Michael Herzarkhani, allegedly the cameraman of the CNN south tower penetration video, see <http://www.youtube.com/watch?v=IOeNUax-gaw&NR=1>

⁴⁹ <http://www.youtube.com/watch?v=uvdx2xvTZtU>

Source: <http://www.airliners.net/info/stats.main?id=103>



that the wings tips would stay attached to the wing and “shred” themselves against the building while the aluminum wings “sawed” through the steel columns and floors backing up the wall, something like an angled carpenters cut. By the time the tips made wall contact, intact wings and engines conservatively would be at least 25 ft deep into the building. The tips could not hit the wall to “shred” themselves into shrapnel unless they were still connected to the engine/wings “carrying” them in laterally. This implies wing tips could not break off prior to hitting the building and the entire intact aluminum wing, engine and all, must pass completely through (“sawing”) the wall’s steel columns and steel/concrete floors undamaged, and “then,” with the wing roots some 30 ft deep into the

building, the wings all shred. This is impossible physics, need I point out?⁵⁰ Instead of this fiasco, we might call it Fiasco A, NIST and its contractors present computer simulations that picture wings and engines severing steel columns and floors while the wings simultaneously shred themselves against the building. This is also impossible, call it Fiasco B.

NIST Stumbles and Fumbles

Jeff Hill (<http://pumpitout.com>) interviewed William M. Pitts, a NIST official who was in charge of 9/11 pictures and videos gathered by NIST, by telephone. Hill asked Pitts, "...as soon as the plane would hit the building there should be an explosion, the wings should break, the tail section should be breaking or crumpling or something and it just kind of seamlessly melds into the building." Pitts replied, "I don't dispute what you're saying, I've looked at the same stuff, I've seen the exact same thing in 15 other videos, I don't see how they all could fake it." Pitts thereby contends that perhaps one video could be faked but not 15 videos. In the digital age? When down-and-distance composite lines appear on live football telecasts? When it is really vital to the perpetrators? Fakers had plenty of time to modify pictures and videos. No penetration video of either tower was shown "live" or even within a few seconds delay on 9/11. The so-called live shots only showed a plane image disappearing behind the edge of a tower, followed by an explosion, an easy sequence to fake. TV announcers and pundits then filled in the "crash" connection for viewers. Despite hundreds of network reporters and photographers from the communications capitol of the world down at the WTC, not one heard or recorded a thundering suicide airliner and turned his camera to capture the shot, despite the media opportunity of the century. The Naudet brothers' north tower video showed up the next day and many south tower "penetration" videos showed up hours, days, weeks, months and years later. None have been authenticated and all probably will prove inadmissible in a court of law because of the inability to find the alleged photographers, acquire sworn statements from them, depose them, and establish a chain of custody and evidence to support non-manipulation.

Pitts of NIST further stated, "The guy who did the analysis of the trajectory was a professional and, ummm, there were no indications of things that he said that ...myopic...(inaudible) ...so I don't have any problem with it and I know you guys are still trying to figure out what you're seeing and I don't blame you and to me *it's still amazing that the building just ate the plane* [emphasis added]. It's *amazing that fires didn't start initially* [emphasis added] when it first went through, you guys are correct about that. Obviously the fuel got pretty deep into the building where there was an ignition source, and umm, there... it's, *it's miraculous when you look at it* [emphasis added]. Both planes were the same way. And, ummm, I still feel the same way. But the analysis we did on airplane impact said that if you had fuel tanks that were *fully loaded*, [emphasis added] that's exactly what you might expect to see...I don't find it to be inconsistent." Why would the fuel tanks be "fully loaded" with such a light load aboard?

⁵⁰ Physical impossibility was no deterrent to Purdue University to concoct this animation: <http://www.livevideo.com/video/killtown/C988F75E99224372824831E3F73DC126/purd-ue-sim-of-aal1-s-strong-wi.aspx>

They would not. NCSTAR 1 claims that UA 175 carried “about 9,100 gal (62,000 lb) of jet fuel, evenly distributed between the inboard portions of the left and right wing tanks” (p. 38, 88 of 298). Fuel capacity of a 767-200ER is 23,980 gal, so 9,100 gal would be 38% full. That is not “fully loaded.” The definition of the word “amazing,” by the way, is “causing amazement = a state of extreme surprise or wonder; astonishment.” Mr. Pitts, a NIST official, found it “amazing” that the building “just ate the plane.” This NIST official found it “amazing” that the fires were delayed, even “miraculous.” Miraculous is an adjective meaning “of the nature of a miracle.” A miracle is defined as “an event that appears unexplainable by the laws of nature and so is held to be supernatural in origin or an act of God.” NIST thereby implicitly admits that the seamless penetration and disappearance of two wide-body aluminum airplanes into the Twin Towers and the long-delayed jet fuel explosions were “amazing,” “miraculous,” make no sense and violate laws of nature.

Where is the burned jet fuel spillage all over the face of the impact walls of the towers? Their absence is absurd if we are to believe that real airliners crashed against the twin towers. The government’s NCSTAR 1 report is fraudulent, start to finish.

NIST versus Newtonian Physics

Thousands of crashes and collisions have occurred daily throughout history. Crashes are mundane. The elementary physics of these interactions between bodies have never been known to vary. All of them have obeyed the basic laws of physics. Yet somehow, 9/11 was different, we are to believe. "Both the aircraft and the towers included deformable components and materials, whose interactions were properly accounted for in the models," states NIST on p. 2 of its September 28, 2007, letter to me defending the quality of its work and that of its contractors. "As a result, the aircraft would not be expected to decelerate immediately upon impact with the exterior wall of the tower." This cannot be true according to classical physics. Let us repeat NIST's claim: "**...the aircraft would not be expected to decelerate immediately upon impact.**" This statement violates Newton’s first law of motion.

In truth, NIST and its contractors’ airplane animations and computer modeling violate all three fundamental laws of Newtonian mechanics. Under **Newton's 1st law** of motion, or law of inertia, if a plane does not decelerate upon impact with an exterior wall, no net force could have been impressed on the plane. To restate, if a plane continues to fly at the same speed, no force has been applied to it. That is the law of inertia. NIST's assertion that we would not expect an aircraft to "decelerate immediately upon impact" against a massive steel wall backed by steel spandrel belts and the lateral edges of steel/concrete floors contradicts Newton's first law. A contradiction cannot exist in nature. NIST Engineers would be shocked to learn that Newton's first law is invalid or did not apply on 9/11. As a best-selling college statics textbook for engineers puts it: "...Newton stated the fundamental principles of mechanics, which are the foundation of much of today’s engineering...Newtonian mechanics still remains the basis of today’s engineering sciences...on the human or engineering scale, where velocities are small

compared with the speed of light, Newton's mechanics has yet to be disproved."⁵¹

Under **Newton's 2d law**, sometimes called the law of acceleration, if a force is applied at the front of an airplane, it must slow while the back or tail of that aircraft must slow too. Unless, that is, the front is no longer in the way of the back of the plane because the front separated from the rear, and the separation occurred without loss of kinetic energy. Further, according to the 2d law, deceleration must be proportional to the force applied. The steel/concrete Twin Towers would administer a massive blunt force against a wide-body aluminum airliner flying at high speed. Since NIST contractors insist that a 159-foot-long Boeing 767 disappeared into the north tower within 0.25 seconds and into the south tower within a "corrected" 0.23 seconds, up from 0.20 seconds, almost the same as the alleged 767 speeds through the air, no force was imposed on these planes according to Newton's second law. In the Executive Summary on page 93 of 462 of NCSTAR 1-2, for example, it states, "Full penetration of the aircraft into the tower was completed at 0.2 s after impact," or an average speed of 542 mph in tower 2, which implies zero deceleration. $F = ma$ and if $a = 0$, then no net force was applied. When was Newton's 2nd law repealed? I did not get the memo nor did the engineering professions. If the 2d law still applies, as it surely does, then NIST and the defendants cannot possibly be right and gashes or holes in the towers that appeared at 8:46 a.m. and 9:03 a.m. on the morning of 9/11 must have been impressed by some method other than by a zero-deceleration airplane. NIST and its contractors apparently forgot the first lecture in engineering mechanics class.

Newton's 3d law, sometimes called the law of reciprocal actions, states that all forces occur in pairs and these two forces are equal in magnitude and opposite in direction. By way of explanation for NIST and its contractors, the forces of action and reaction between bodies in contact have the same magnitude, same line of action, and opposite sense. We must ask, "Did NIST and its contractors have a tug of war when they were children?" If there is a force on the building in a crash, there is an equal and opposite force on the airplane. Yet the plane does not slow down or break apart! If a real aluminum plane had run into a Twin Tower, it must crumple, shatter and could not possibly leave a jetliner-shaped, cartoon-like "silhouette of passage" because in a collision with a tremendously strong building, arguably the strongest in the world, the airplane with its far lower mass, density and strength because it is built to be lightweight, would be far less able to withstand the equal force exerted on both bodies. The airlines weigh your luggage and worry about its distribution en route while building security personnel and custodians never worry about the weight entrants bring into a building or its distribution because buildings have tremendous redundant strength, especially when built in downtown Manhattan, and need not be lightweight like airplanes to lift themselves into the air and flown.

Strength, density and mass matter greatly in which body will fare better in withstanding the equal force of an impact. Everybody knows this in shopping for a car: should I buy a heavy SUV for safety or accept the risk of driving a lightweight economy car or sports car? If the damage inflicted on the other body in a collision between a jetliner and a Tower were likened to a sporting contest, it would be something like Tower

⁵¹ Ferdinand P. Beer, E. Russell Johnston, Jr., and Elliot R. Eisenberg, *Vector Mechanics for Engineers: Statics*, NYC: McGraw-Hill, 2004, pp. 1-2, 5.

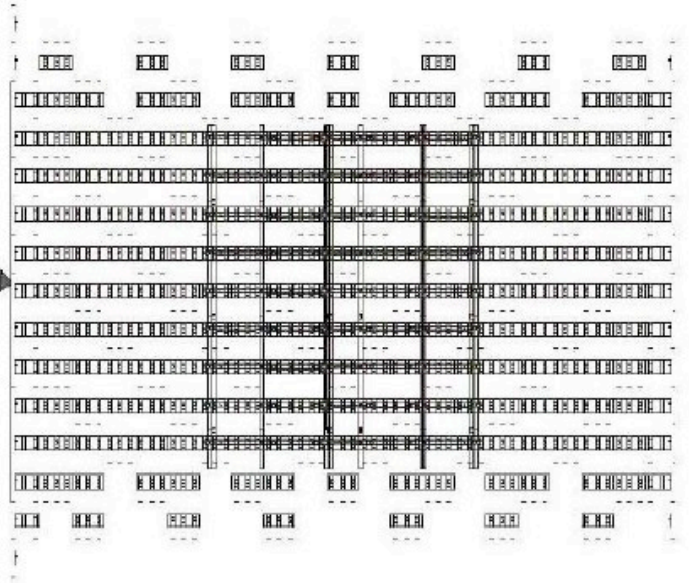
100, Airplane 2. Imagine, for example, that a Tower fell on the airplane instead of the aluminum airplane hitting the Tower: complete crushing and utter devastation of the airplane. However, this mismatch is not what the videos show. Instead, an aluminum airliner cuts right through steel and disappears inside the Tower. Structural steel is far stronger than aluminum and present in massive, cross-braced, reinforced quantity, and would suffer only light damage compared to complete and utter destruction/rejection of an aluminum airplane, with most of its debris scattered, telescoped and crumpled outside the building, especially wings, tail section and most of the shattered fuselage.

The chances of a plane hitting a tower at an exact perpendicular, 90° angle are slim and none, and therefore each plane would rotate during the crash in real collisions, in contrast to the official WTC story. Flight 11 supposedly was banking (rolling) at 25° and hit at a lateral angle of less than 1° according to NIST while Flight 175 supposedly was rolling at 38° and hit the south tower at a lateral angle of 15°. Consistent with the 38° angle and 15° lateral angle, Flight 175 supposedly was turning left in its last moments and therefore the left engine/wing, assuming they would not break off immediately, would hit the building first, before the right engine/wing. The wrecking ball (a.k.a the tower) would bash such a plane in the opposite direction (counter-clockwise = east = rightward) and its tail section would break off, at a minimum, and be flung to the east. Crashes are messy things, to state the obvious, with airplane parts deforming, bending, crushing, tearing and breaking off yet flung sometimes in predictable directions, as in this case. Yet NIST and its contractors depict an impossibly neat perpendicular penetration with no rotation for both events at the north and south towers. This is a fraud, pure and simple, a government cover-up.

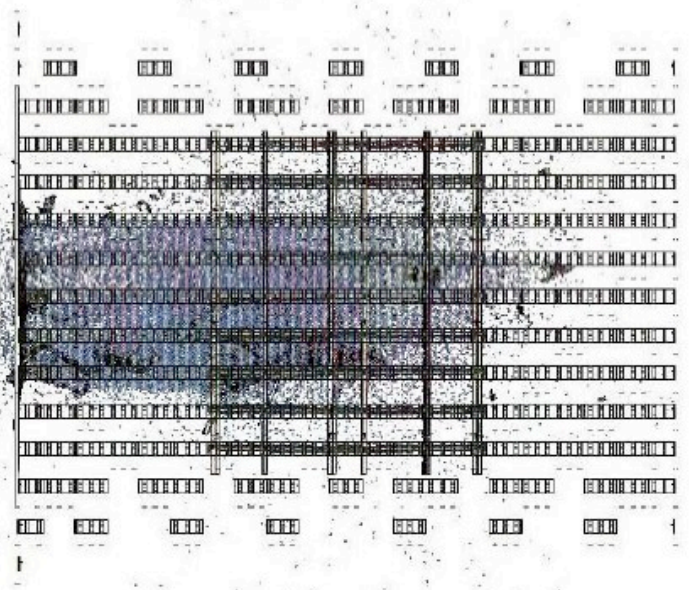
An airplane cannot be powerful and “invincible” at impact and yet fragile relative to the building during impact at the same time. I repeat, an airplane cannot be powerful in punching an airplane outline, “silhouette of passage” into the steel tower as if the tower were a weak structure relative to the plane, thereby deforming and tearing the building away, while the plane at the same time is fragile at the exoskeleton as well as inside the building, shredding itself into thousands if not millions of pieces against the building. An airplane, like a steel structure, is either strong in a collision relative to another body or it is relatively weak and fragile. If an aluminum plane is weak relative to a steel/concrete tower, the aluminum plane would suffer immense damage relative to the building with a great deal of airplane wreckage left outside the building. Which is it? NIST and the defendants want it both ways, an impossibility in a collision between an airplane and twin tower. When a tennis ball collides with the strings of a tennis racquet, that ball cannot burst through the strings and yet simultaneously shatter into thousands of ball pieces. A body cannot change its physical character in the same environment within a fraction of a second (temperature, etc.). The aluminum parts of a plane (most of it) cannot cut through steel columns reinforced by steel-spandrel-belts backed by lateral edges of six or more steel-reinforced concrete floors while the plane simultaneously shreds itself against the steel walls and steel/ concrete floors.

Shredding at the exoskeleton (wall) and simultaneously bursting through it and imposing an airplane silhouette of passage on the tower is impossible. Punching through plus shredding? That is a non-starter. If parts “shredded” and deformed at the exoskeleton, as asserted by NIST and its contractors, wreckage would have accumulated below the impact zone and in the gash in each tower. The plane could not disappear

inside a tower yet NIST exhibits from their alleged computer simulation results reported in NCSTAR 1-2 Executive Summary like Figures E-26, E-27, E-35, E-43, E-44, E-45, E-53, and E-61 show fine debris everywhere in the impact zone and below it. NIST and its contractors offer no evidence of such accumulations visible in either tower gash or below them. Therefore, the computer simulations are better termed “computer hallucinations” because the results are contrary to classical physics and simple evidential tests.

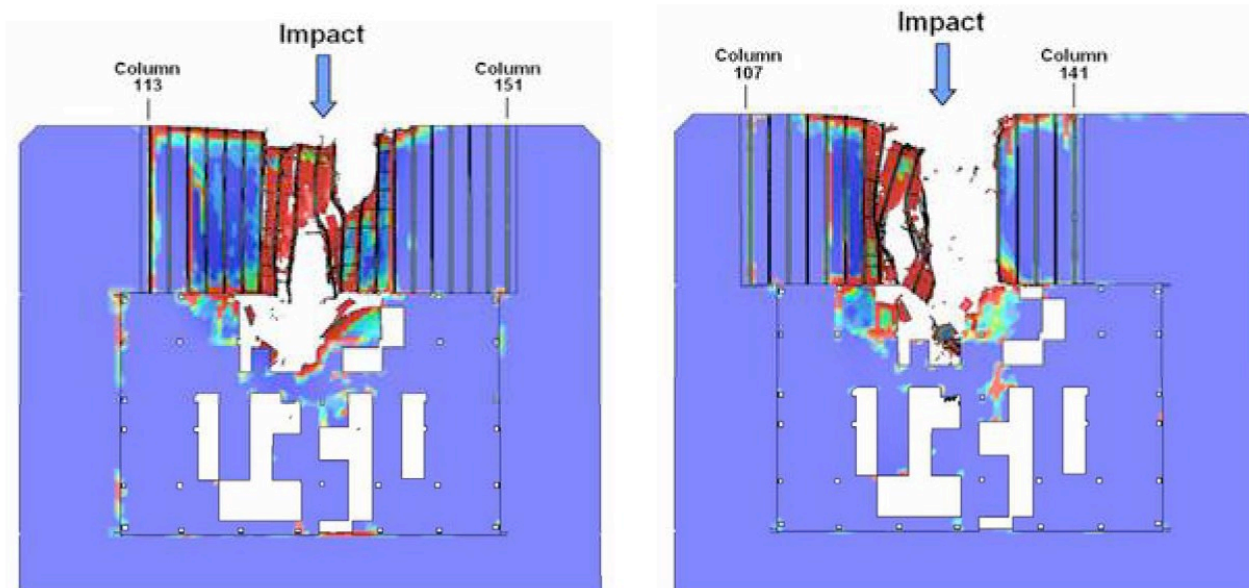


(a) Time=0.00 s



(b) Time=0.50 s

Figure E-26. WTC 1 base case global impact analysis – side view.



(a) Floor 95 slab damage

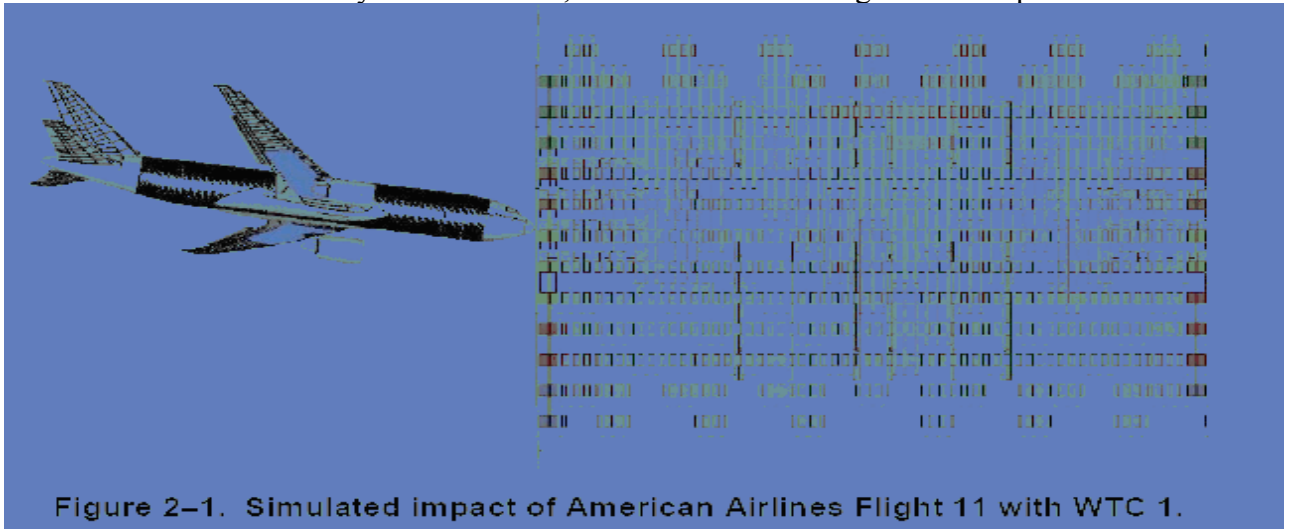
(b) Floor 96 slab damage

Figure E-33. Base Case impact damage to the slabs on floors 95 and 96 of WTC 1 (plan view).

Gashes in the towers as depicted were too small to completely absorb the alleged aircraft. To accommodate this problem, NIST and its contractors rely on a “shredding” theory. The 767 fuselage (essentially a framed, hollow aluminum tube), fuel-laden wings and engines supposedly caused failure (severing) of the steel walls (and floors) while the outer half of the wings damaged wall columns and belts but these columns did not fail. Allegedly, the outer wings “shredded” against a web of steel and all wing material was carried into the buildings. This is impossible for another reason, as demonstrated here (“A Theoretical Shredding Mechanism” section in http://nomoregames.net/index.php?page=911&subpage1=we_have_holes). Steel wall sections that do not fail (severe, fragment completely) would compress the wing, causing crumpling in the wing. Tearing must occur in jetliner material some distance from the steel columns and spandrel belts against which the jetliner metal crumples. Barring any angular forces arising to spin pieces around columns and spandrel belts, all steel columns, steel spandrel belt and floor sections that were hit at the wall but did not fail must have rejected jetliner pieces and bounced them (inelastically) outside each tower. We would expect even more debris compared to a fracture mechanism because shredding would hold back a considerable amount of material in large crumpled pieces rather than shattered fragments. Yet pictures and videos show no evidence that aircraft debris fell to the ground below the impact zones. Where is the evidence for the shredded wing halves? It does not exist. Such shreds could not have flown into the buildings after inelastic rejection/reflection by steel walls.

The NIST/contractor computer simulations with thousands of pounds of jetliner debris posited in airliner crashes located in the WTC plaza are entirely unsupported. These may properly be labeled computer delusions. The word “simulation”(s) appears 130 times in NCSTAR 1, 88 times in NCSTAR 1-2, etc., as per my search of the

document. In it are a variety of simulations, of which the following is an example:



The use of simulations by NIST and its contractors entail deception because they intentionally depict misleading conditions and results. In conjunction with the above shown simulation there was, in addition, the following caption:

The 767-200ER aircraft had two fuel tanks that extended through most of the interior of the wings and a center tank between the wings in the bottom of the fuselage. A full fuel load would have filled all three tanks.

That statement, found at pg. 70 of 298 of NCSTAR 1 is false and/or misleading because it implies that there was a full-fuel load onboard the purported jetliner that reputedly (but falsely) is said to have crashed into WTC 1. The jetliner, if it had been there, would not have had a full load of fuel and the importance of this deception consists in the fact that there was insufficient energy available through mere kerosene, irrespective of quantity, to cause the pulverization/powderization/dustification of the WTC, as I have alleged and as is more fully delineated by Dr. Judy Wood. NCSTAR 1 on pg. 70 of 298 admits in regular font: "...it likely carried about 10,000 gal..." or only 42% full.

In a previous crash of an airplane into a Manhattan skyscraper, a B-25 bomber hit the Empire State Building going an estimated 225 mph in 1945 and put a gash in the building but left a large section of the telescoped plane in that gash, burned fuel over the surface of the building and ample wreckage below the impact zone.

Yankee relief pitcher Corey Lidle crashed into a condo building on the east side of Manhattan in a light plane, did little damage to the building, left wreckage below the impact zone and spilled burning fuel across the impact wall,⁵² contrary to both “plane” non-collisions at the World Trade Center. Asked “On Vesey Street when you first arrived there, what was the scene like? That was where the first plane that hit. Was there any debris on that street?,” FDNY Fire Chief Salvatore Cassano replied, “No, there was no debris on that street at all from the first plane.”⁵³

Experienced pilots on flight simulators could not hit the “towers” (208 foot wide target) at over 500 mph on multiple attempts on the morning of 9/11 according to an interview with pilot John Lear by pilotsfor911truth.org. In spring ‘08, John Lear tried to rent a flight simulator and put some “arm-chair” hijackers who claim they can hit a tower at 542 mph at the controls, as well as experienced jetliner pilots, video tape their misses and put the record out on the internet. He was refused.

Could a 767 hit 540 mph at low altitude, as claimed by the defendants and NIST? Boeing 767s and other airliners are not designed to fly at speeds above 500 mph near sea level. Total drag increases in proportion to air density and air density is much thicker near sea level, over 3x the air density at 35,000 feet altitude. It is akin to jogging along the beach and then trying to do so in 1-2 feet of water, where resistance is so much greater. Total drag increases as the square of velocity. Thrust must equal drag to sustain velocity and turbofan engines cannot develop sufficient thrust to fly level at speeds of 540 mph near sea level. They cannot do so because the turbo fans (multi-bladed propellers) would “choke” on such dense air at such speeds and begin acting as a brake. Retired aerospace engineer Joseph Keith designed Boeing’s “shaker system” to test airframes against resonant frequencies and insists that a Boeing airliner would risk shaking itself apart flying above 500 mph near sea level, although he also maintains that a Boeing 767 could not attain such speeds near sea level. Boeing refuses to answer Keith’s inquiries on the issue of 767 potential speed at low altitude, even though Keith is a retired Boeing pensioner receiving monthly checks from Boeing. That is an admission in itself. Boeing knows that speeds close to 600 mph near ground level in a 767 are ridiculous. In responding to Jeff Hill in two separate telephone calls, two Boeing spokespersons scoffed at the idea that a Boeing 767 could fly at more than 500 mph near sea level, and in particular, Leslie Hazzard laughed and said, “Not a chance, not that fast.”⁵⁴ Retired pilot John Lear maintains that a Boeing 767 cannot fly 540 mph at low altitude. How did NIST and its government contractors prove that a Boeing 767 is capable of flying at 542 mph near sea level? They never bothered. It was a presupposition, as was nearly everything else in the NIST report.

⁵² See slides 34-39 in

http://nomoregames.net/presentations/Madison_No_Planes_Final_August_07.ppt.htm

⁵³ <http://www.nytimes.com/packages/html/nyreg...HIC/9110011.PDF>

⁵⁴ Here is a clip with Boeing spokeswoman Leslie Hazzard and Boeing engineer Lori Bechtold verifying that it is impossible for a Boeing 767-200 (UA175) to fly anywhere near 500 mph at 700ft altitude <http://www.youtube.com/watch?v=x2upl977dsY>

Even if such incredible speeds were possible at such low altitudes in a 767, retired pilot John Lear insists that no accomplished pilot, including himself, could hand-pilot an airliner into the towers at such speeds. Proof of concept? There is none.

Painted on the top of wings of airliners are the warnings “No Step” or “Do Not Walk Beyond This Area” because, obviously, a 200-lb. man can walk on and damage delicate ailerons, panels and flaps. There are no such warnings or restrictions against walking on steel/concrete towers because redundant strength is enormous. There is little design premium in favor of reducing the building’s weight because the building’s design orders do not include flying.

Airplanes do not have “crash test ratings” as passenger cars do because airplanes are designed to carry their own weight, payload (strictly monitored) and fuel and withstand the rigors of flying, weather, landing and taking off and no more. Their “overdesign” margin is minimal. They cannot take much punishment in collisions with steel machinery, cables, buildings, telephone



Source: <http://www.airdisaster.com/photos/aa1420/photo.shtml> ;
http://nomoregames.net/presentations/Madison_No_Planes_Final_August_07.ppt.htm

poles and trees. By contrast, the overdesign factor in buildings, especially in lower Manhattan, is huge.

Airplanes are so fragile that bird strikes are a serious problem, 5-10 pounds of soft tissue.



If I got up on a 767 with my sledgehammer (weight: 9.5-lbs.) for 15 minutes, I could insure that the plane would be unflyable. One man, 9-lbs of steel and 15 minutes would seriously damage the plane. I could assault the flaps, panels, nose avionics and cockpit. On the other hand, what could I and my sledge hammer do to 500,000 tons of tower? Not much, maybe ding some machinery. Imagine a 500,000 tower simply fell on a 767. The airplane would be completely devastated, crushed, virtually unrecognizable.

So how can a plane made of lightweight materials (for actual/efficient flight) burst through such a robust structure of concrete and steel – i.e., how can thin aluminum wings sever and deform steel beams? Will NIST contractors come out with aluminum steel-cutting rotary blades to replace carbide/hardened steel plates used to cut metal? Despite the “lessons” taught about the impressive strength of lightweight aluminum and aluminum alloys vs. a dense latticework of steel/concrete on the morning of 9/11, U.S. industry has ignored this historic lesson about the properties of aluminum and carbide remains king in cutting metal.⁵⁵

NIST and its traitorous contractors incorporate the untested assumption that two jetliners could perforate the twin towers and fail to decelerate during the first 159 feet of travel, the overall length of the jetliners, as shown in videos.⁵⁶ This assumption seems to imply that all or most deceleration by each jetliner (or its parts) would occur within approximately the last $208' - 159' = 49'$ of each tower, ignoring off-perpendicular lines of travel within a tower. The endpoints maintained by NIST are impossible (entry at 443 or 542 mph with average speed maintained for 159' in each tower, followed by deceleration to zero for most of each jetliner within the remaining approximately 49'). If kinetic energy and/or momentum did not decrease during the first 159' of tower penetration (implied by no deceleration under Newtonian mechanics), then each jetliner would have exited its tower, flying right through. It would be like a .357 magnum bullet fired through paper or 1 mm of balsa wood. As any such theory about jetliner impact with the twin towers is physically impossible, it is utterly corrupt for NIST and its supposedly

⁵⁵ <http://www.dynamic-saw-blade-sharpening.com/circular-metal-cutting.html>

⁵⁶ http://nomoregames.net/index.php?page=911&subpage1=deceleration_WTC2_myers

sophisticated contractors it retained and paid to have utilized patently false physics so as to disregard the issue of deceleration as shown here to have been done.

Collisions are a matter of relative speeds—neither a jetliner nor a building “knows” which one is moving at 500+ mph or which one is standing still. Once again, imagine that a WTC tower toppled over and into a Boeing 767 parked on the ground. What would happen? Despite slow speed of the tower, far less than 540 mph, the “localized” area of the tower would crush the Boeing and it, in turn, would inflict little damage on the building. The difference is the vast discrepancy in strength of materials, construction and mass of the two bodies. Yet what happened on 9/11, according to the government, NIST, its contractors and the media, is that aluminum planes crushed both steel walls/floors and disappeared inside each tower. How stupid is that? How retarded is the American public and worse, its engineers and scientists?

There is one argument for a fragile object with sufficient speed penetrating and embedding itself in a stronger, larger object, namely, tornados driving straw into trees. First, in an era enamored with the experimental method in the physical sciences, we might ask where this feat has been reproduced in experiments, especially twice within 17 minutes. Nowhere I know of. Second, this oddity, an apparent exception to the implications of Newton’s 3d law, can occur because “intense winds can bend a tree or other objects, creating cracks in which debris (e.g., hay straw) becomes lodged before the tree straightens and the crack tightens shut again.”⁵⁷

NIST is a political unit of the political U.S. Department of Commerce. While its predecessor’s name—National Bureau of Standards—once stood for apolitical science and technology, substantial evidence supports the proposition that NIST since the mid-90s has been all about serving the regime. I served as chief economist at the U.S. Department of Labor 2001-2, a political appointee of the Bush/Cheney government, at the pleasure of Secretary Elaine Chao, as did more than 100 political appointees at USDOL who headed up every sub-unit of the USDOL. While restrained by law and existing regulations, all these political subordinates answered to Secretary Chao and her policy/political preferences. The same was/is true up and down every agency and Cabinet-level department in the Bush administration, including the Department of Commerce. Donald Evans was Secretary of Commerce January 20, 2001 until February 2005. One of the president’s best friends, Evans was the [designated survivor](#) during President Bush's 2004 [State of the Union](#) and spent the night in a secure undisclosed location. In the event of an attack on the [Capitol](#) he would have become [Acting President](#).⁵⁸ The recent history of NIST chieftains shows they are drawn from the military-industrial-complex and come politically loyal and well-connected. “NIST is a group of government scientists whose leaders are Bush appointees, and therefore their report is not likely to veer from the political story,” as Kevin Ryan said, [*New York Times*, 9/2/2006; Reuters, 9/2/2006].⁵⁹ Former NIST professionals like Professor James Quintiere confirm the politicization of

⁵⁷ National Oceanic and Atmospheric Administration,

⁵⁸ http://en.wikipedia.org/wiki/Donald_Evans

⁵⁹

http://www.cooperativeresearch.org/timeline.jsp?timeline=complete_911_timeline&investigations:a_detailed_look=wtcinvestigation

NIST.⁶⁰

What about Witnesses?

The “dog that did not bark” at the WTC was that there were almost no reports of a deafening sound from incoming “kamikaze airliners.” Everyone should have heard thundering airliners screaming at above-top speed, and only the deaf could have missed it. The speed of sound at sea level is approximately 760 mph, easily exceeding the alleged speeds of Flight 11 and 175 airliners. Testimony about the ear-splitting sound of the above-top-speed airliners should have been nearly universal yet few remarked about the deafening sound or said their eardrums nearly split open because it was so painful. Full throttle jet engines will emit 130-140 db at their source, vastly in excess of the loudness in front of amplified speakers at a rock concert (approximately 110-120 dB). When dB levels increase by 10, the subjective loudness roughly doubles, so 130 dB is twice the cacophony of being in the front row at a rock concert and 140 dB would be four times the loudness at a rock concert. Any lengthy exposure to 140 dB courtesy of, say, being within 200 feet of a full throttle jetliner is dangerous and at the pain threshold.⁶¹ Few, if any, complaints of such deafening noise from airliners were reported at the WTC.⁶²

An important if secondary line of evidence is to listen to those who were there. There are only two systematic studies of witness testimony that I am aware of. I participated in a research study of 503 witness statements from 501 first-responder witnesses compiled by the 9/11 Task Force. That compilation points clearly and directly to the plain fact that the actual eye- and ear-witnesses to the event DO NOT confirm that jetliners crashed into the WTC on 9/11.⁶³ In the only known systematic review of

⁶⁰ http://cooperativeresearch.org/entity.jsp?entity=jame_quintiere_1 ;

<http://www.ae911truth.org/info/12> ;

<http://georgewashington.blogspot.com/2007/10/former-nist-employee-blows-whistle.html>

<http://www.911blogger.com/node/11804>

⁶¹ http://www.wordinfo.info/words/index/info/view_unit/620

⁶² The lack of reported deafening sound from airliners at the WTC is also apparent from testimony in books like Mitchell Fink and Lois Mathias, *Never Forget: An Oral History of September 11, 2001*, NYC: HarperCollins 2002, as well as videos and open media microphones downtown that morning.

⁶³ August 12, 2005: “New York Releases Records of 9/11 Emergency Responders.” The City of New York releases a large volume of records from 9/11. These include over 12,000 pages of oral histories—testimonies from 503 firefighters, paramedics, and emergency medical technicians involved in the 9/11 emergency response—and about 15 hours of radio communications between dispatchers and firefighters. The oral histories

witness statements, the report reveals surprisingly little support for the official airliner “impact” stories. Clearly, we can see that the witnesses do not describe events consistent with wide-body jetliners hitting the WTC at speeds of over 400 mph and 500 mph, respectively. Instead, and in the aggregate, they indicate that the witnesses are not sure what, if any object, they saw and are only clear on having heard or both seen and heard explosions.

To be more specific, the study found that of 501 individual witnesses, only 16 claimed to see a plane before the hit at WTC 1 and 16 witnesses claimed to hear something like a plane before the hit at WTC 1. Ten of those claimed to be both ear and eyewitnesses. There is little or no consistency among these reports. Only one witness claimed to see and hear a plane before the WTC 1 event. Only one witness, William Walsh, described an American Airlines plane, although all interviews were conducted weeks after 9/11, plenty of time for government and media accounts to influence and control memories.

The study found that at the time of the hit on the south tower, 21 witnesses reported they were inside the twin towers and 96 were outside, either at the WTC or within six blocks, for a total of 117 witnesses potentially able to see and hear an incoming airliner at a reasonably close distance. Only 19 claimed that they saw a plane and 98 made no such claim, so only one in six reported seeing a plane, a surprisingly small percentage. Only 20 reported hearing a plane, 97 heard no plane, so only 17% reported hearing the sound of a plane. That is astounding testimony, given that such a speeding airliner would emit sound exceeding that of the front row at a rock concert. Only two witnesses inside the towers reported hearing a plane, a shockingly low percentage if there were truly a 130-140 dB noise approaching at the speed of sound (sound travels at the speed of sound, approximately 760 mph near sea level). Among those claiming to see or hear a plane, there is little or no consistency among their reports. Some are rather odd statements, for example, Thomas Fitzpatrick said, “The noise from the plane was enough to make you not want to look up. I thought the plane was actually

were gathered in informal interviews by the New York City Fire Department, beginning in October 2001. This was on the order of then Fire Commissioner Thomas Von Essen, who said he wanted to preserve the accounts before individual memories faded. However, these histories were never subsequently used for any official purpose. [*New York Times*, 8/12/2005; BBC, 8/13/2005; *Guardian*, 8/13/2005; *Newsday*, 8/13/2005] *The New York Times*, under the freedom of information law, originally sought the records in February 2002. Mayor Bloomberg’s administration refused the request, claiming their release would jeopardize the prosecution of Zacarias Moussaoui, and violate firefighters’ privacy. The newspaper, joined by some 9/11 victims’ relatives, consequently sued the city, and in March 2005 the state’s highest court ruled that the city had to release the oral histories and recordings, but could edit out potentially painful and embarrassing portions. The city had also initially refused investigators from the 9/11 Commission and the National Institute of Standards and Technology (NIST) access to the records, but relented following threats of legal action. [Associated Press, 8/12/2005; *New York Times*, 8/12/2005; *Guardian*, 8/13/2005]

http://www.cooperativeresearch.org/timeline.jsp?timeline=complete_911_timeline&investigations:a_detailed_look=wtcinvestigation

going to land in the street to be honest with you. The noise was outrageous. When it hit the building it was even worse.” Yet no one claimed to definitively see and hear a screaming airliner hit either tower at high speed in this sample of first responders. Most witnesses reported hearing or seeing or just hearing a sudden explosion in towers 1 and 2 and explained that they did not know a plane had hit it and only found out later from the news that “it was a plane.”⁶⁴

Approximately 100 of the first responder civilian interviews were redacted, or one in five, some heavily redacted, for example, see interviews of Rene Davila who recently died and Ronald Coyne. Others were concluded abruptly. What are the authorities hiding?

No surprise, witness testimony is often problematic and contradictory. What is surprising is given the traumatizing nature of 9/11, the lack of psychological and material preparation for the shock of the 9/11 attacks by the population, the vast governmental and media control over information and psychology, plus false memory syndrome, that so few first responders claimed to have seen and heard an airliner hit WTC 1 or WTC 2, even though weeks and months had passed after that fateful morning before their interviews conducted by their FDNY superiors. None of the witness statements were under oath or under hostile cross-examination. Some of the anomalies in witness testimony might be resolved under oath in deposition.

The evidential case for the remarkable dearth of witnesses claiming they saw and heard an airliner hit a twin tower is deftly presented in a radio interview by Ace Baker on January 15, 2007, including audio clips of commentary by network anchors and reporters on 9/11, as well interviews with alleged witnesses to the alleged WTC airliner events.⁶⁵

Most eyewitnesses saw no planes and heard no jetliners yet many insist they heard and saw the initial explosion at each tower come from inside. For example, twenty-four of 39 witnesses failed to see or hear a plane in the study of the witness statements in *Never Forget*.⁶⁶ Only two witnesses of 39 claimed to both see and hear a plane, and both were first responders. The "no planers" like so many downtown that morning failed to report seeing or hearing a plane, and some insisted that the initial explosion in each tower came from within. Many witnesses remarked that they only "learned later" that a plane had hit the tower.

Given the conflicting witness reports, eye- and ear-witness testimony must be described as problematic and inconclusive at this point. One issue is that memories are remarkably malleable and “one of the cleverest and most powerful techniques for planting highly implausible false memories involves the use of fake photographs.”⁶⁷ Some of 9/11 is about false memories. Further, we cannot completely reject the hypothesis that the unidentified technician/perpetrators may have used drones, missiles or

⁶⁴ <http://www.checktheevidence.com/911/NYT9-11AccountsAnalysis/Report%20on%20NYC%20First%20Responder%209-11%20Accounts.htm>

⁶⁵ <http://www.checktheevidence.co.uk/audio/911/Ace%20Baker%20-%20Media%20Fakery%20Timeline%20Dynamic%20Duo%20-%202015%20Jan%202008.mp3>

⁶⁶ http://nomoregames.net/index.php?page=911&subpage1=original_no_planers

⁶⁷ <http://faculty.washington.edu/eloftus/Articles/2003Nature.pdf> 9

other aircraft disguised to look like airliners. There may have been other “black technology” used to deceive enemies and civilians about what was flying or not flying. The complete story of what the perpetrators actually did to pull off their magic show has yet to be told. Perhaps the most fascinating testimony among plane “huggers” remains that of scuba specialist Steven Bienkowski who said he was aboard a NYPD helicopter southwest of the South Tower as a plane approached on 9/11: To him it “looked like an evil magician's trick...nothing like what I would have imagined...the plane just completely disappeared...being there was surreal.” Surreal indeed.

Witness accounts deserve additional investigation and research but one thing is clear: no planes crashed into the twin towers on 9/11 as maintained by apologists for the regime. The evidence, especially the physical evidence and laws of physics, is overwhelmingly against the official myth that airliners “entered” the twin towers. The claim that Boeing 767 airliners crashed into the twin towers is indefensible. The towers likely suddenly acquired their gashes that morning via directed energy weapons (DEW), though that is a research topic for another occasion.

A major problem for the perpetrators was that they knew the plane videos were unconvincing because they did not look real, so they employed people like the scripted “Harley T-shirt” shill on the street, interviewed on Fox News, who said: “...several minutes after the first plane had hit, I saw this plane come out of nowhere, and just scream right into the side of the twin tower, exploding through the other side, and then I witnessed both towers collapse, one first and then the second, mostly due to structural failure, probably because the fire was just too intense.”⁶⁸ Amazing, isn't it? This obvious plant, a guy in a Harley shirt, brought closure to America by explaining everything in one sentence, explaining it all, enunciating the same script replayed by NIST and its contractors years later in more elaborate regalia.

What happened to the passengers allegedly aboard Flights 11 and 175? To paraphrase author Jim Marrs, “I did not plan 9/11 so I do not know.” We will never know everything about such a complex crime as 9/11. Rarely is such perfection achieved, nor is it an obstacle to obtain criminal convictions and plaintiff victories in the courts.⁶⁹ Searches of public records by 9/11 researchers support the suspicion that many names on the (variable) passenger manifests were fake.⁷⁰ Ellen Mariani, widow of Louis

⁶⁸ Ibid.

⁶⁹ <http://flight11hoax.blogspot.com/> ;

<http://www.conspiracyplanet.com/channel.cfm?channelid=79&contentid=4509&page=2>

⁷⁰ <http://69.28.73.17/thornarticles/911passengerlist.html> ;
<http://www.apfn.net/messageboard/05-10-05/discussion.cgi.74.html> ;
<http://flight11hoax.blogspot.com/> ;
<http://www.conspiracyplanet.com/channel.cfm?channelid=79&contentid=4509&page=2>

Neil Mariani who allegedly was aboard Flight 175 apparently has never found other family survivors of victims allegedly aboard Flight 175.⁷¹ Perhaps the defendants in my federal qui tam lawsuit possess information about missing persons that may be found in discovery. The query, “What about the passengers?,” serves as a rhetorical device to establish the presupposition that jetliner crashes occurred. The premise is: Since so many innocent people died, it is unworthy to challenge the very occurrence of the alleged jetliner events. In legal proceedings, the question “what about the passengers?” would be stricken as being misleading since it presupposes a state of facts not shown to exist.

The court is the right forum for these disputes to be tested via evidence. Unproven assertions cannot be used as facts in a court of law, at least with diligent counsel to challenge them. For that, I am grateful.



Where did the buildings go? Where is all the material from 110 floors of steel and concrete? Where are all the Steel Case cabinets. All the computers? Poof!
Photo: http://en.wikipedia.org/wiki/Aftermath_of_the_September_11,_2001_attacks

⁷¹ http://onlinejournal.com/artman/publish/article_1654.shtml